

PROJECT 10073 RECORD CARD

1. DATE 4 July 1964		2. LOCATION Clearwater, Florida		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical Flares <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local Night GMT 05/0130Z		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input type="checkbox"/> No		6. SOURCE Civilian and Military			
7. LENGTH OF OBSERVATION 15 minutes		8. NUMBER OF OBJECTS Multiple		9. COURSE Falling	
10. BRIEF SUMMARY OF SIGHTING Objects observed during fireworks display variously described as lights in sky. Over 50 letters sent to AF for identification.				11. COMMENTS Pilot of light a/c dropped 5 railroad flares with light parachutes adding to the 4th of July festivities. Flares dropped at 10,000 ft. and all went out at about 7,500 ft. Dropped 10-15 seconds apart.	

Everyone Baffled By Red Lights

Six mysterious red lights which appeared over the gulf off Clearwater Beach Saturday night remained a mystery today, but persons who observed the lights were asked to write descriptions of what they saw for the Air Force.

Capt. R. H. Henry, public information officer at MacDill Air Force Base, Tampa, was in Clearwater to view the fireworks Saturday night, saw the lights but didn't attach any significance to them.

He asked that people who view such phenomena send descriptions to the Air Force in care of his office.

Cmdr. A. J. Guillemette, executive officer of the U.S. Coast Guard Station, Bayboro Harbor, St. Petersburg, declared that the Coast Guard had absolutely no knowledge of any such objects sighted.

Miss Helen Hamlett, secretary at the St. Petersburg Junior College planetarium, said she hasn't heard any comment about the objects among personnel there, and she doubted that anyone at the planetarium had sighted them.

Clearwater police also had no information that might lead to a solution to the mystery.

Has anyone contacted comic strip character Lucille Sweeney at Indiantown?

6 July 64
CLEARWATER SUN

AF Seeking Photos Of Sky Lights

"Excellent response" by observers in the Clearwater area who noticed some strange red lights in the sky during the Fourth of July fireworks display was reported this morning by Capt. Raymond H. Henry, chief of the information division at MacDill Air Force Base, Tampa.

Since The Sun had published his request for information about the strange lights, Capt. Henry said he had received "more than 40" letters.

"If anyone was lucky enough to get any pictures of the lights, or of similar things in the future," he added, "we'd certainly like to see them."

The information officer explained that he is not an expert on "unidentified flying objects" — usually referred to as UFOs — but is acting as a clearing station to forward all reports to Washington, where the Air Force's "Project Blue Book" analyzes and studies each report with care.


The Air Force, Capt. Henry said, wants any available information on any aerial phenomenon and any airborne object of unusual nature or characteristics.

Interest is based on three points: "because of a possible threat to the United States; because technical characteristics need to be studied; and because it is desirable to identify all flying objects."

7 July 64
CLEARWATER SUN

July 7, 64

Sir,

I observed the red lights in the sky over the Gulf on July 4. As I saw them, there were (5) five bright red glows in a straight line the (6) sixth was smaller and seemed to be moving  around the other five. At one time, as I saw it make a turn, at the far right of the five lights its color was green. I watched the lights for a full 5 min. The second from the left fell slowly and was still a glow as it disappeared behind the horizon. In a few moments the first, third, and fifth went out. In about another min. the 4th fell. It went out before it went behind the horizon. The plain or 6th light then seemed to move out further over the Gulf.

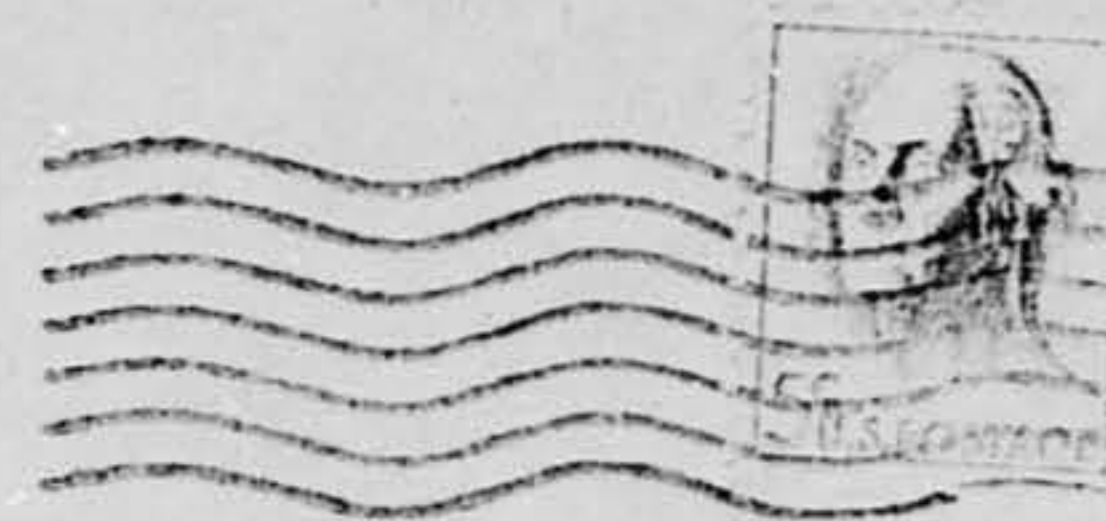
I have no idea what it could be. We tried looking at them through

our field glasses but couldn't
distinguish anything in particular.

Yours truly

~~_____~~
~~_____~~
~~_____~~

~~██████████~~
ELIZABETH, N. J. 07208



CAPT. R. H. HENRY
PUBLIC INFORMATION OFFICER
MACDILL AIR FORCE BASE
TAMPA, FLORIDA

7/7/64

(16)

Captain R. H. Henry
Public Information Officer
USMC Det A. F. B.,
Tampa, Fla.

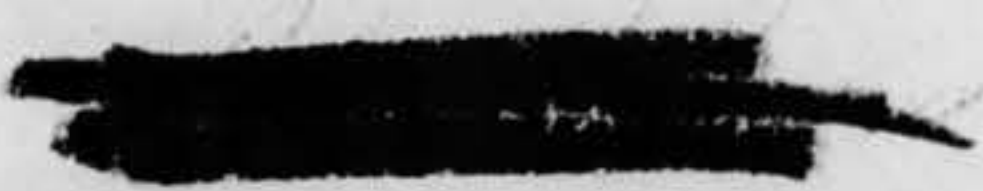

Sir,

This is in regard to your request
to anyone seeing the red lights on 7/4/64
to send in their description of this sighting.
My father-in-law is a retired merchant
marine captain and I served as a weather
observer in the Air Force. Neither of us
have ever seen a phenomenon such as
this.

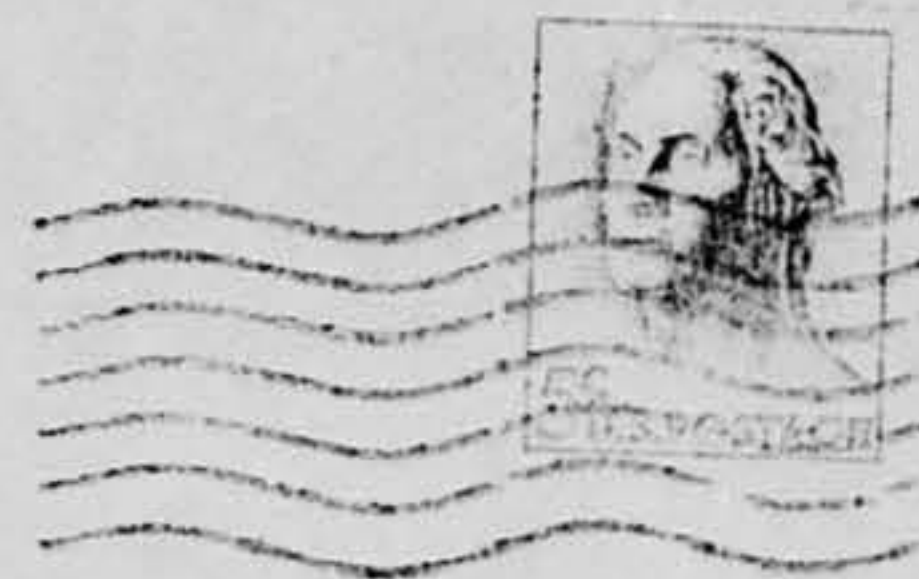
The lights appeared to be
stationary, equally spaced from one
another and in a fairly straight
position. We had a pair of 7x50

binoculars with us, Upon viewing
the lights with 7x, nothing much
was gained. The lights were bright and
to the naked eye and were brighter when
viewed through the glasses. Small
aircraft, judging from wing lights,
were in the area but the lights
appeared to be farther away.

Then lights when they "disappeared",
rather than a light going out quickly,
seemed to fade away rapidly and while
viewing one light through the glasses
it seemed as if the light turned
away to reveal a dark side, as a
light beacon, rather than a going out
such as a snuffed candle flame.

Sincerely


~~XXXXXXXXXXXX~~
Largo, Fla.



Capt. R. H. Henry
Public Information Office
MacDill AFB
Tampa, Florida

July 7, 1964.

~~████████████████████~~
~~████████████████████~~
Largo, Fla.

(11)

Capt. R. D. Henry
Public Information Officer
MacDill AFB Base

Dear Capt. Henry,

In an article in the Clearwater Sun, dated July 6th, persons who saw the red flights in the sky over Clearwater Beach on the Fourth of July were requested to send their description of the lights to the Air Force, in care of your office.

My family & I were sitting near the east end of the Clearwater bridge, watching the fireworks, when at approximately 8:30 p.m. we noticed six red lights in the sky out over the

2/ Gulf, directly off Clearwater
Beach. They were very clear &
distinct, & resembled the lights
on aircraft flying at night.
But five of the lights were
stationary, & in a horizontal
line. The sixth moved counter-
clockwise, & circled the others.
The five remained motionless
for ten or fifteen minutes;
then one of them slowly descend-
ed straight down, & went out
of sight below the horizon, &
the others, one by one, moved
off to the right & to the left,
& disappeared in the darkness.
The sixth light, moving very
rapidly, followed each of the
others as it moved away,
until it disappeared, then

3 would return to again circle
the ones remaining. It-- the
rapidly moving light-- was
the last to disappear.

This, to the best of my
knowledge, is an accurate
account of what happened, as
I saw it. Do you have any
idea what they were, or what
caused them?

Sincerely,

~~_____~~

[REDACTED]

July 15, 1954

(18)

Dear Sir,
In answer to your request
in the "Commonwealth" of
August 12, 1954, I am telling you
what my sister and I observed.
We were sitting out on the
porch, facing the west, hop-
ing to see some quail.
And saw six red lights
in a straight line. It was
approximately 8:30 to 8:45.
When we were looking
at them I saw a small
red light coming from the

Lights Said Released By Airplane

"There was nothing mysterious about those red lights appearing during the July 4 fireworks display," said C. Dayton Snyder, local commercial photographer, who said he witnessed the sight from the time they first appeared until their disappearance.

"It was a very clear night and they were very distinct," he said. "They were obviously released by a small plane that was clearly visible and that had control of them at all times, circling them until they died out."

Snyder's observation post was on Edgewater Drive, just north of the small pier by the Sunset Point Hotel where he and Mrs. Snyder were spending the evening with friends, all of whom also witnessed the sight.

"The logical assumption is that the objects were released for display purposes as a part of the general celebration," Snyder added.

7 July 64
CLEARWATER SUN

Mysterious Lights Solved

The secret is out.

Those "mysterious red lights" seen during the Fourth of July fireworks display did not come from the red planet Mars after all. In fact, they originated right here in Clearwater!

Perpetrator of the prank was James Mercer, owner of Sams Nurseries, who admits he had lots of fun reading all the newspaper accounts of the phenomenon.

Piloting a small Cessna, Mercer said he released small parachutes he'd made of plastic and string, containing old railroad flares. He released them from a height of 10,000 feet about five miles west of Clearwater Beach, and they descended to about 7½ thousand feet before burning out.

9 July 64
CLEARWATER SUN

might have been a
great deal of trouble
about the matter but
I have been so busy
that I could not
do it.

I hope I have been
helpful to you and hope
that the project
will be successful.

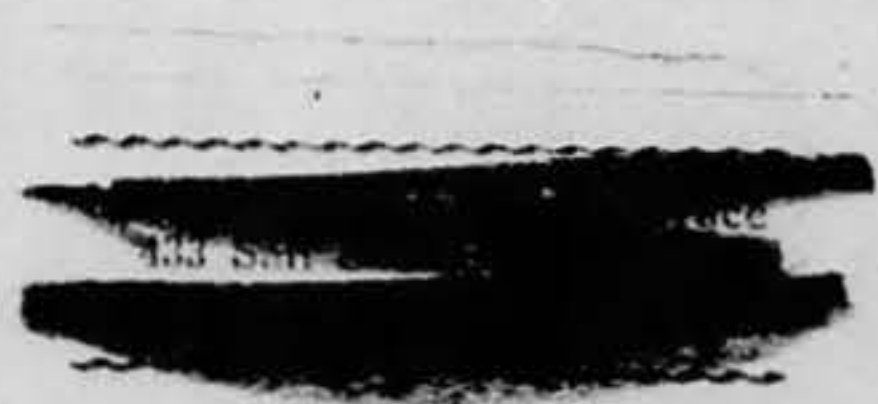
Truly yours,




13

Sept. 13, 1911
Public Improvement Office
Herald, Bay St. Louis
Tampa,
Florida

~~RECEIVED~~



Capt. R. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa, Fla.

Escudine, Fla.
July 8, 1964.

(19)

Capt. A. H. Henry
Public Information Officer
Mac Dill Air Force Base
Tampa, Fla.

Dear Sir:-

My husband and I saw the
night lights in the sky on Saturday,
July 4th. In as much as they were
stationary, we were watching them
with interest. They blinked on and
off a few times, then stayed on a very
brief time, then blinked off and on
again, then stationary, which per-
turbed us, as we knew they could not
be fireworks. We watched for about
twenty minutes (roughly). We do not
know how long they were on before we
saw them. We saw only four. There
are two high poles near where we
were watching which no doubt obstructed
our view of the other two lights.

M. F. [REDACTED]

~~5-11-64~~



Capt. R. H. Minay
Public Information Office
W. H. A. Air Force Base
Tampa Fla.

Dec 15

When I first noticed the lights in the sky it was around 8:30 P.M. July 4. I watched them for 10 minutes before they left.

They looked like a Ford tail light, all in formation North to South. a small white light was circling around all set lights.

When they left the one on the right left first. It looked as tho it went straight down in the water first. The next one on the left.

The same way. The 4 in the center faded in the distance. The white

legit had already gone.

Thurs

~~_____~~
~~_____~~
Safety Harbor Fla.

~~REDACTED~~



FILED

U. S. Air Force 27

1st Lt. C. H. Henry

Public Information Officer

Mr. Dick C. Jones

Range 2, 1964

~~REDACTED~~

(21)

is to see if you can get
out the car from the
way with the front of a good car for
the night.

My wife and I went to the
car. My wife suddenly saw the red lights
out over the bridge at about 45 degrees
all lined up in a row from North
to South. They were about 6 feet
apart. They were on the bridge. They
were away.

From where we were standing on
the 13 part of the bridge they appeared
to be directly west. They looked just
like the tail lights of an auto. They
were not blinking like an auto
light.

They were just in the position you saw
on the 20th. The first one from the
left started to move at 10:30 and
to disappear at 11:00. The second
then the third one from the left started
to move at 11:15. All the time the
first one was in the air. The first one
started to move at 10:30 and
it did not move at all. It was
also the last one to go. The other
seems to last more about and
disappear. He watched all the very
closely because we were more interested
in something strange than we were
in fireworks. ~~Our friends~~
~~and~~
~~and~~
~~and~~

TDEW/Maj Quintanilla, Jr/ent 69216

UFO Sighting (Clearwater, Florida, 4 Jul 64)

28 Aug 64

Intelligence Office
15th Fighter Wing
MacDill AFB, Florida
Attn: 1st Lt Gerald W Palmer, AO 3131325

1. Reference letter 836th Air Division (TAC), DOI, 20 Jul 64, pertaining to above subject.
2. This office is doing a detailed case study of this particular sighting. As the details of the incident are now well known, the many observers descriptions are valuable in that they may give some insight into the objectivity of UFO observations. Therefore, would your office obtain a map of the Clearwater area, including streets, smaller landmarks, and the bay area? Mark on this map the approximate position of the fireworks display and that of the flares.
3. Your cooperation in this case is appreciated.

FOR THE COMMANDER

ERIC T de JONCKHEERE
Colonel, USAF
Deputy for Technology
and Subsystems

6 6 64

*The attached map is sent in answer
to this letter.*

Eric T de Jonckheere



Capt R. H. Henry 19
McDill Air Force
Base
Tampa
Florida



22

[REDACTED]

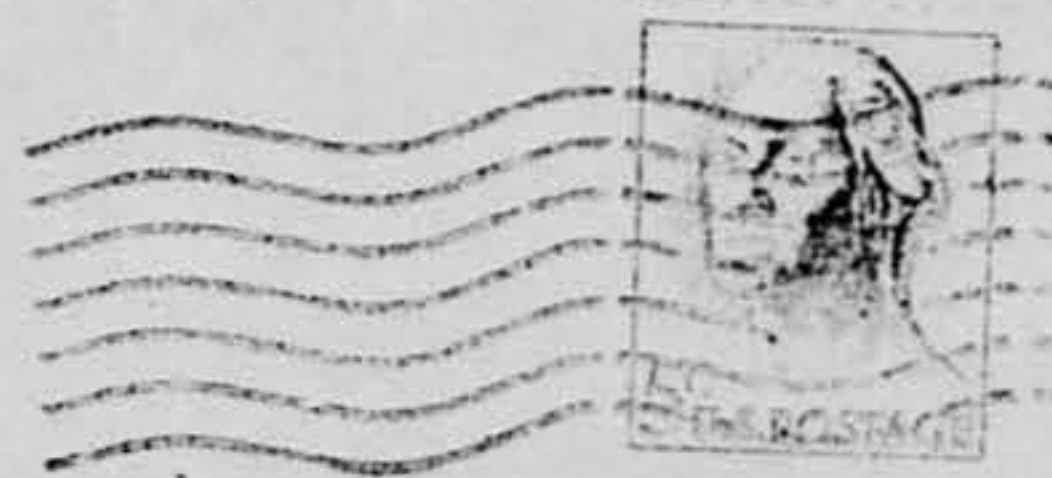
Capt. G. H. Henry:

I, for one saw the
6 red lights from my
balcony at [REDACTED]
apt. They were in a
straight line, flickered
some. Then 2 went out
disappeared. Then next
2 & last 2 lasted quite
a few moments longer -
How long I watched
can't exactly say but
it seemed like fifteen
5 or 10 min or a little
longer. Tried to make
out what it was &
thought perhaps it
was some sort of fire -
smoke.

Hope someone can
tell you more, was
so interested in them
forgot the fire - smoke.

Mr. [REDACTED]

P.S. I saw to me I saw
some fire smoke like
that once & was a
young girl.



Air Force
Capt R. F. Henry
Mac Dill Air Force Base
Tampa Florida
Dept of Public Information.

July 7 1964

(23)

Dear Sam,


Re the UFO's on
the evening of July 4th. I was
at Laredo (Laredo + Mission
Rios) Chihuahua, to view the 4th
fireworks display. Noticed 5
red lights in an even disten-
ary row. One smaller red
light (pin-point) circled around
the second from the left &
it dropped, we watched it
fall, then the smaller one
circled the others one at a time
& they disappeared (not falling)
sawt gone. Then the smaller

One also disappeared. This
happened about 9 & ended
shortly before the fireworks
display at Smith's point
Charleston. They were visible
towards West, perhaps a
shade South of west.

I hope this will be of
assistance in any investiga-
tion conducted.

They also gave the im-
pression of large objects at
a great distance.

Sincerely


Charleston 4/10/18

July 7, 1964

24

Dear Capt. Henry:

We are complying with your request to write you about seeing the red lights on the 4th of July.

We were watching the Dunedin fireworks from our bedroom window at [redacted], Dunedin, Fla. when the first three lights appeared from nowhere, one at a time and the last 2 together, all in a matter of seconds. They were in a straight, evenly spaced horizontal line, 5 in all. They were glowing, bright red; similiar to a flare.

There was a smaller white light (about 1/3 the size of the red lights) circling on an elliptical course around them. We were outside at this time and three of us viewed them with the naked eye approximately 10 minutes. They never moved until one of the lights seemed to drop down and fade out, then the other 4, still in a row, quickly faded out.

Our son, the 4th party, watched them with his binoculars and his account is as follows: The red lights seemed lighter in the middle and grew redder toward the outside edge and flickered a bit. The circling one seemed red in the front and white light at the rear. All else was the same as viewed by the rest of the family.

They were approximately 260 degrees West of our house by our compass at approximately a 25 to 30 degree angle. We figured the angle by the house and trees across the street.

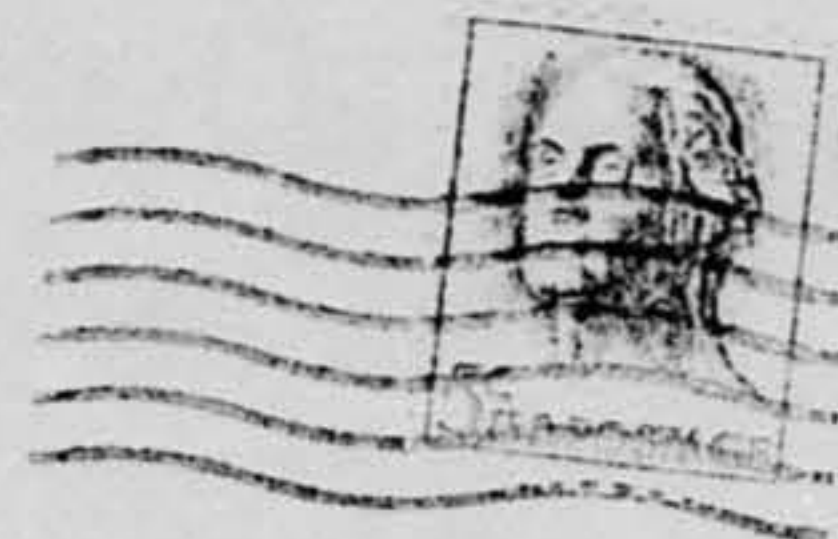
We hope this accounting will be of some help to you.

Sincerely,

[redacted signature]

Dunedin, Fla. 33528

Mr. [REDACTED] [REDACTED]
Dunedin, Fla. 33528



Capt. R. H. Henry,
Public Information Officer,
MacDill Air Force Base,
Tampa, Fla.

~~Handwritten text, heavily obscured by black ink.~~

222
Hpt. 12/c
8th St.
36



Captain R. H. Henry
Public Information Officer
Mac Dill Air Force Base,
Florida

~~_____~~
July 6, 1964

(25)

Dear Capt Henry,
I just read the article in
the Clearwater Sun about the
6 strange red lights.
My husband and I saw
these red lights. But I only saw
5. They looked like the red
clearance lights on a radio
transmission tower. They seemed
to be evenly spaced. They
were completely stationary
but they didn't move much. They
appeared to rise and then drop
a little. They weren't
visible when we first arrived
and the fireworks were under way.
But these lights seemed to
appear all at the same
time. But we just figured
they were aftermarks of one of
the fireworks.
If we can be of any help feel
free to call on us.

Sincerely

Mr. & Mrs. ~~_____~~



15

Capt. R. H. Henry,
Public Information Officer
Mac Dill Air Force Base,
Tampa, Fla.

~~RECEIVED~~
~~1950~~
~~12~~
~~16~~

Flares were dropped approx. 4-5 miles West of this island. The path was parallel to the island and the string of flares stretched along the entire island.



CLEARWATER
CLEARWATER PASS
FIREWORKS

G U L F

BELLEAIR

BELLEAIR BEACH

BELLEAIR SHORES

INDIAN ROCKS BEACH



PINGUIN COUNTRY CLUB

TAYLOR AVE RESERVOIR

PINELLAS COUNTY TOWNSHIP

~~UP~~
~~July 6, 1944~~
 July 6, 1944

Dear Capt. Henry,

Just read the article about
 everyone baffled by Red Lighter One
 family was out on Courtney Camp-
 bell Causeway in Clearwater
 when we saw the red and
 white lights over Clearwater
 Beach. My Mother-in-law, Mrs.
~~_____~~ drew our attention
 to it & I tried to get my husband's
~~_____~~ what he thought it
 could be. But as luck would
 have it, he had twisted his
 ankle some 50 minutes before
 & was scared to get out of the
 car for a good look so he just
 leaned toward the opposite win-
 dow and glanced up & told him
 none of the lights were standing

stem, & he said it was probably
 a very helicopter. I told him
 "that ~~light~~ high?" And then
 a Hunter on a B-52 crew
 stationed at Hornet Air Force
 Base.

Any way I saw three red
 lights, & one or two white lights
 going around them, all of them
 real close. The red lights weren't
 moving at all, and that's what
 puzzled me most. I watched them
off & on for about 40 min. from
7:45 - 8:30 P.M.

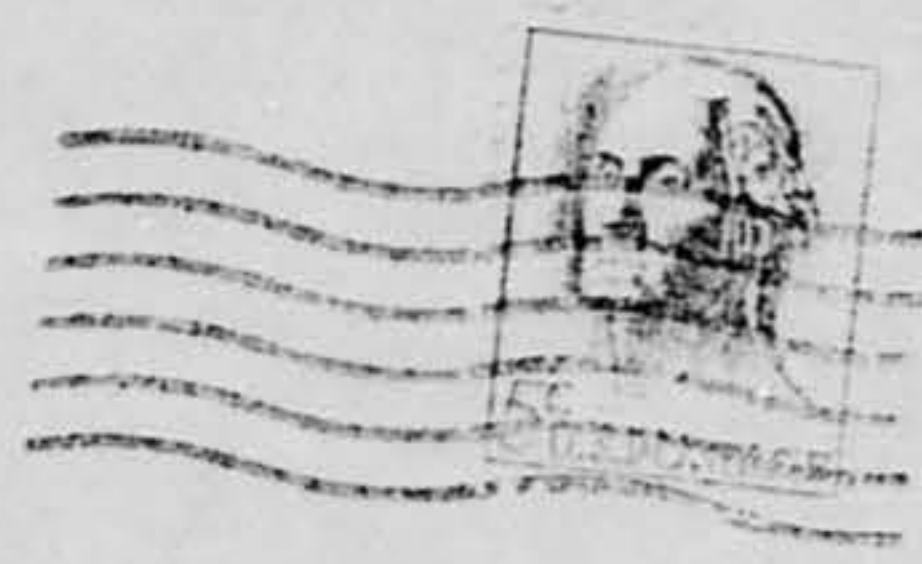
I hope you have found an
 explanation for them by now, &
 I'll not know when you do.

Sincerely,
 [Redacted Signature]

[REDACTED]

5

Letter No. 1



25
Capt. R. H. Jones,
Mac Bie Co. Fort Base
Tampa, Fla.

[REDACTED]

July 6, 1964

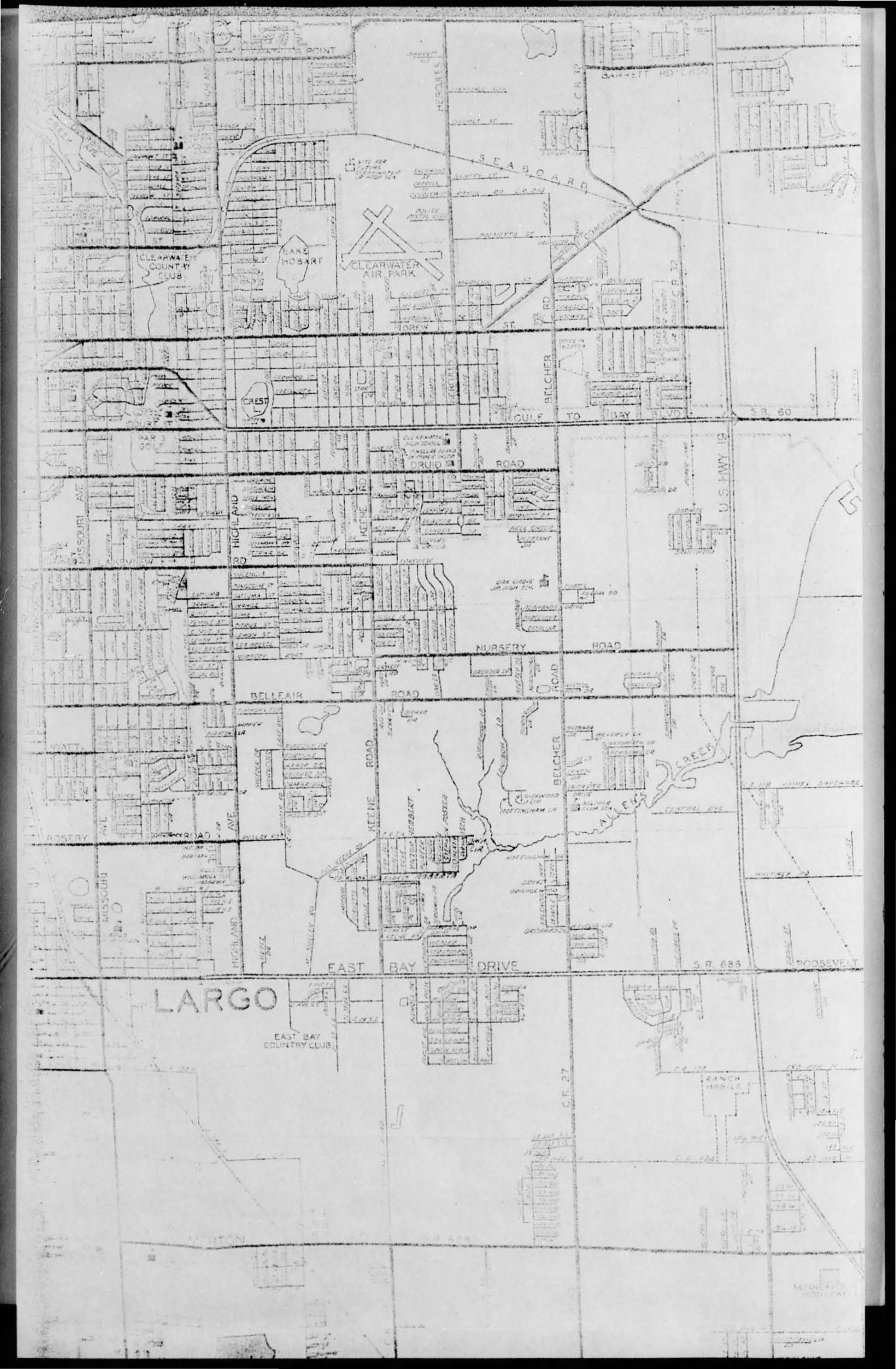
(27)

Post R. H. Henry
Wentworth, Tenn. 37150

Dear Sir:

Having been chased down by
mosquitoes, from viewing the fireworks
display from the Bay Bend of our porch
in Germantown, our family were lighting
sparklers in the back yard of our
home.

At about 8:35 P.M. I glanced
toward the sky west and slightly
south of our address and saw what
at first appeared to be our
fireworks debris. After a few seconds
we all realized that these lights
were much too high to be fireworks
and they acted strangely. We all



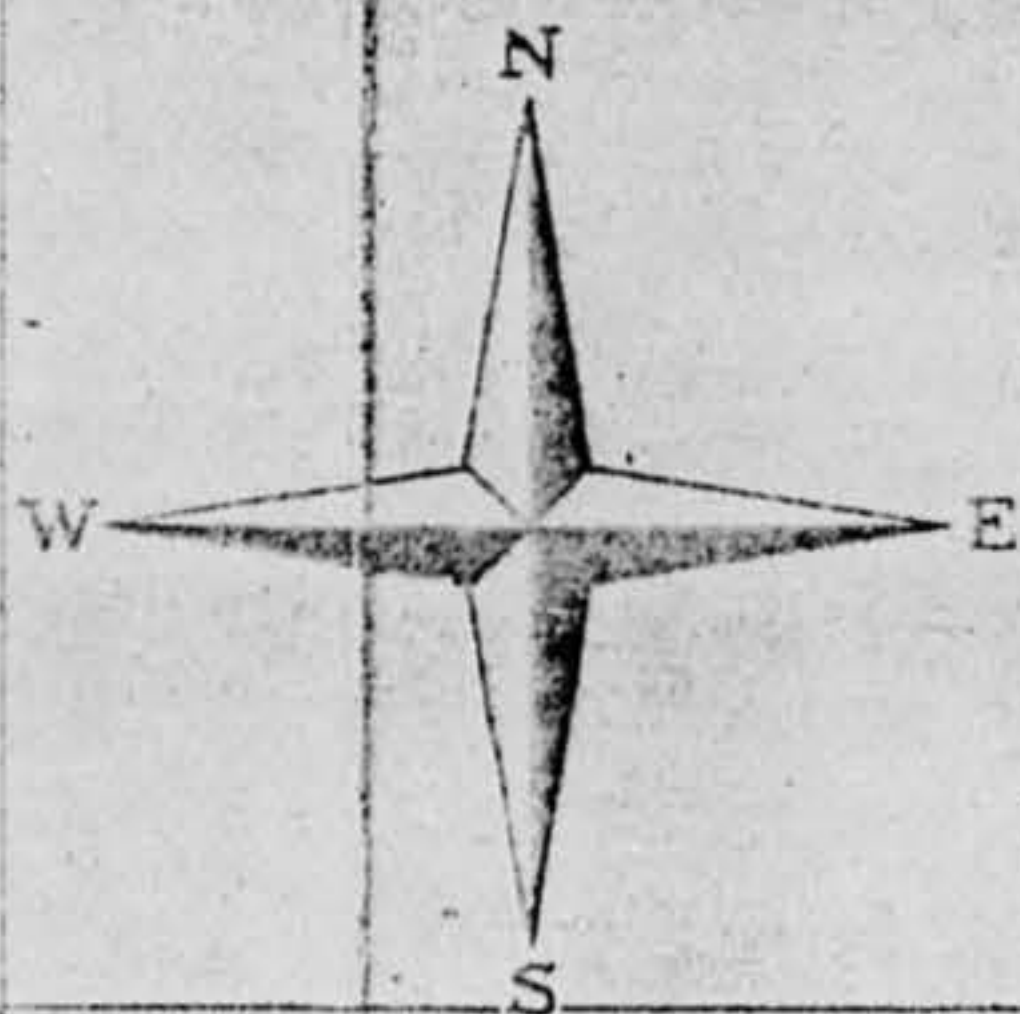
SAFETY HARBOR

ALLIGATOR CR.

COOPER'S BAY

COURTNEY CAMPBELL CAUSEWAY S.R. 60

T A M P A B A Y



HIGH POINT

ST. PETERSBURG
CLEARWATER
INTERNATIONAL
AIRPORT

PINELLAS
COUNTY CIVIL
DEFENSE HQ

ROOSEVELT BLVD

SUNSHINE
SPEEDWAY



Welcome to
Clearwater
and its *Glorious* BEACH



We hope this map will help you to see *more* of Clearwater — not only the main streets but the lovely residential areas as well. You will find Clearwater a very friendly community — a wonderful place to play and a happy place to live. Clearwater abounds in activities — golf — fishing — boating — swimming — shuffleboard — lawn bowling — and more. And from Clearwater, you will find all of the Suncoast sights and attractions are at your fingertips or just minutes away.

SAND KEYS

DUNEDIN

BIG PASS

FIREWORKS

MALONE ISL.

CORE ISL.

MOONSHINE ISLAND

COW ISL.

POPE ISL.

BIG MANGROVE KEY

ISLAND ESTATES

CLEARWATER

CLEARWATER PASS

MEXICO

BEACH

CLEARWATER

Flares were dropped approx. 4-5 miles West of this island. The path was parallel to the island and the string of flares stretched along the entire island.

OF



THIS SIDE OF CARD IS FOR ADDRESS



Capt. R. W. Henry
Information Division
Mac Dill Air Force Base
Tampa, Florida

(4)

(6)

Mrs. [REDACTED]
[REDACTED]
Clearwater, Fla.

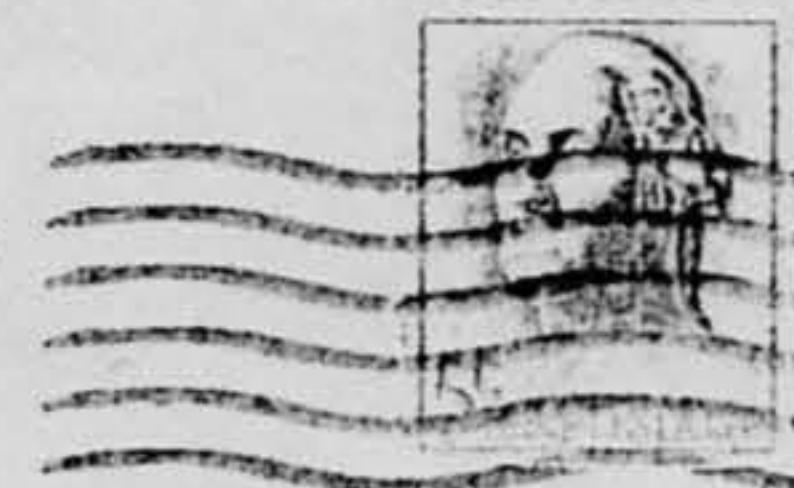
July 6, 1964

Dear Sir:

On reading the article in the Clearwater Sun on the red lights in the sky on the fourth I thought I'd write you on what I saw. My family and I were on the southern tip on Windward Island and about half way through the fire works one of the children called our attention to the red lights over the Gulf. Since the jets opened the show we figured they were waiting to finish the show too when my husband said they weren't moving. I sighted a star and watched awhile and they weren't moving they stood still and stayed red when the one from the north side of the group circled in front and around and as "it" moved it turned blue and red like fire was coming out from behind, it circled in front and then behind the others and the one on the north again moved forward some turning blue too. The first one circled in front of each one and the next in line moved, one I think the third one in line came straight down like a spider hanging on a thread we commented on this for we thought by this time they were helicopters since they could move down like that. After they all were circled they just faded out almost in the same position as we first saw them in except the one that went straight down. When the first one completed its circle it paused to wait until the next one moved out. When we first saw them they were all in line and the north one we supposed was the lead plane circled twice before the one moved out. By my saying they turned blue I can best describe it like the jets when they have their after burners on they have the original color of the plane while the different color of the after burners at night that is and that's how this was. There was no change that I could see until the thing moved out of formation. Seems to me at times the one circling stayed red while moving also. I couldn't say how long this all took. Maybe fifteen minutes in all.

I hope that what I have seen might be of some help to you.

[REDACTED]



3

Capt. L. H. Henry,
Public Information Officer,
Macmillan Air Force Base,
Tampa,
Florida.

⑦

~~██████████~~ APARTMENTS
~~██████████~~
~~██████████~~ 515



Cast R. H. Henry
Public Information Officer,
MacDill Air Force Base
Tampa, Fla.

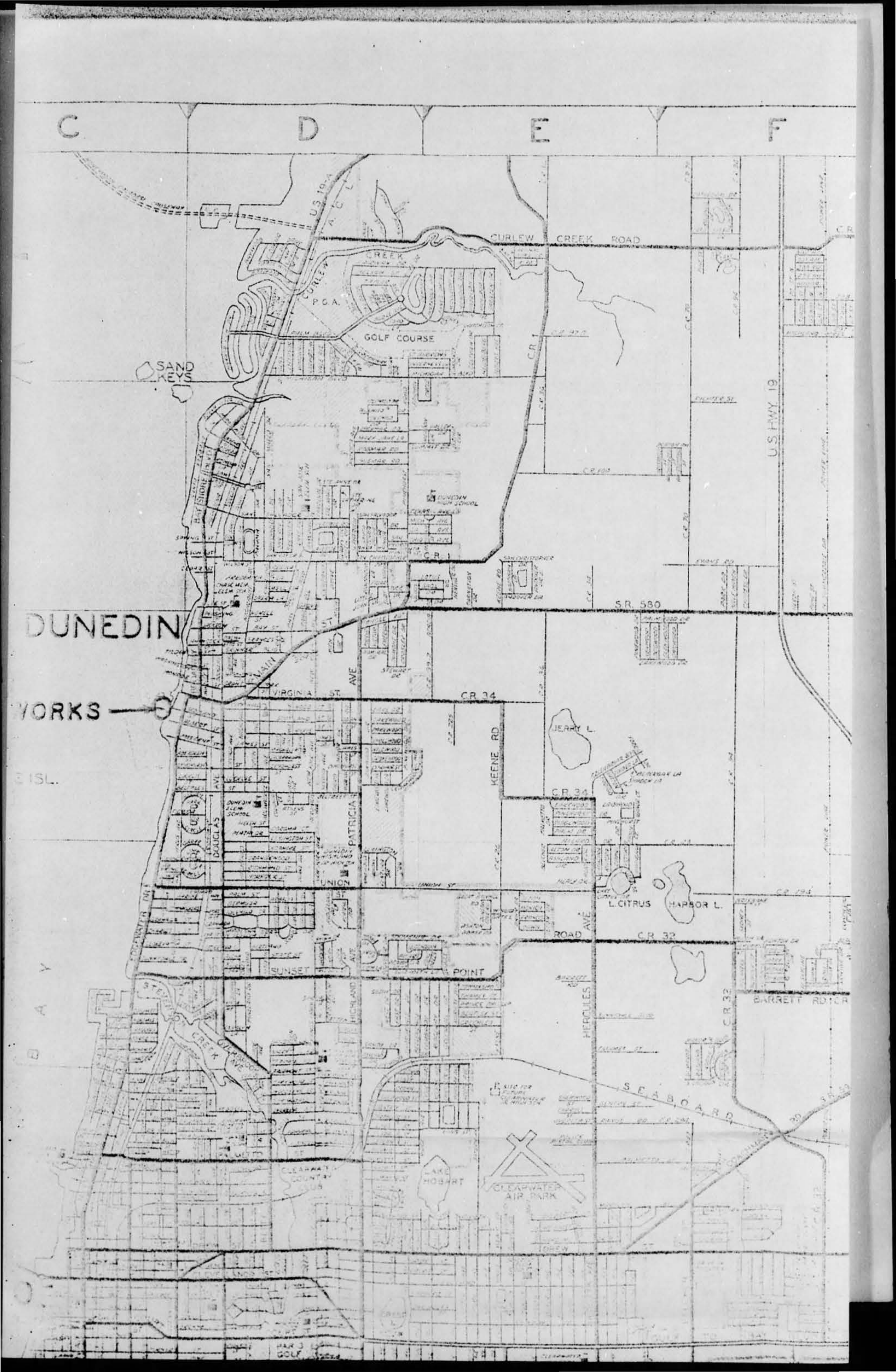
July 7th 1964

(8)

Capt. R. H. Henry
Miselle Air Force Base
Tampa, Fla

Dear Capt. Regarding the red
and white lights that appeared
over the gulf Saturday night
July 4th there is our version.
Taking our usual
nightly walk we noticed
them about 8:30 PM they were
directly west of the yacht
Basin Apts on Mandalay Ave.
Clearwater Beach.

Two red lights and
one white light were very clear.
The reds seemed to be about
ten feet apart. The white light
was in front and kept circling
in front of the reds which remained
steady. At first we thought a
plane was towing something
behind. However, the reds
did ^{not} move which eliminated that
thought. Our thought was



is that the government should
pay more attention to the
Russian transients off our
coast, to determine just
what they are doing so
close to our shores.

I am glad when you
saw them you did not order
a plan to investigate.

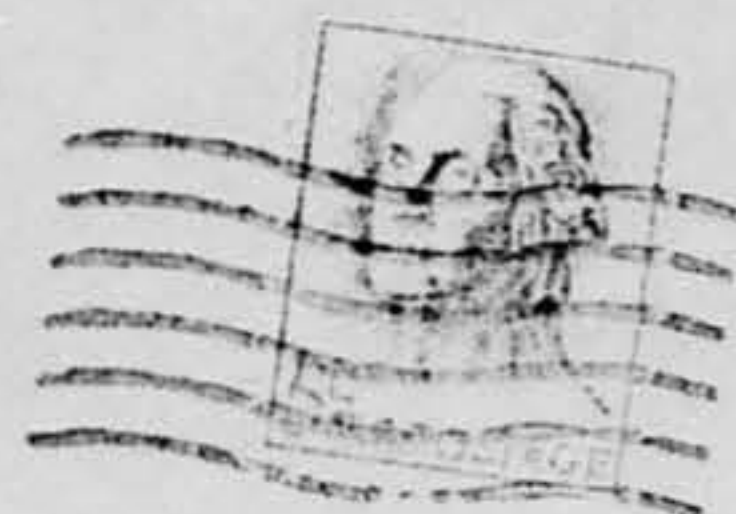
Sincerely yours



AFTER FIVE DAYS RETURN TO

~~REDACTED ADDRESS~~

ALLEN PARK, MICH



35
CAPT. R. H. HENRY
PUBLIC INFORMATION OFFICER
MAC DILL AIR FORCE BASE
TAMPA, FLORIDA



13 CONVENIENT OFFICES

LOCATED IN

Allen Park • Ecorse • Lincoln Park
New Boston • Southgate • Taylor

July 6, 1964

Dear Captain Henry,
My wife, myself and
my two children observed
the red lights as we
were leaving the fire display.
We left at approximately
8:25 PM.

The lights appeared to
be above the "Horizon House",
to say at 20,000 feet or more
would be pure conjecture,
these lights were equidistant
from each other and about
4 times the size of a star.
These lights were stationary

~~_____~~



13 CONVENIENT OFFICES

LOCATED IN

Allen Park • Ecorse • Lincoln Park
New Boston • Southgate • Taylor

There was a smaller white light, somewhat larger than a star, that weaved in and around the red lights.

The red lights blinched and dropped downward.

As we were traveling towards Dundas we do not know what occurred after they dropped.

It is our opinion that these lights were not at that position prior to 8:00 PM. We have this

~~_____~~



13 CONVENIENT OFFICES

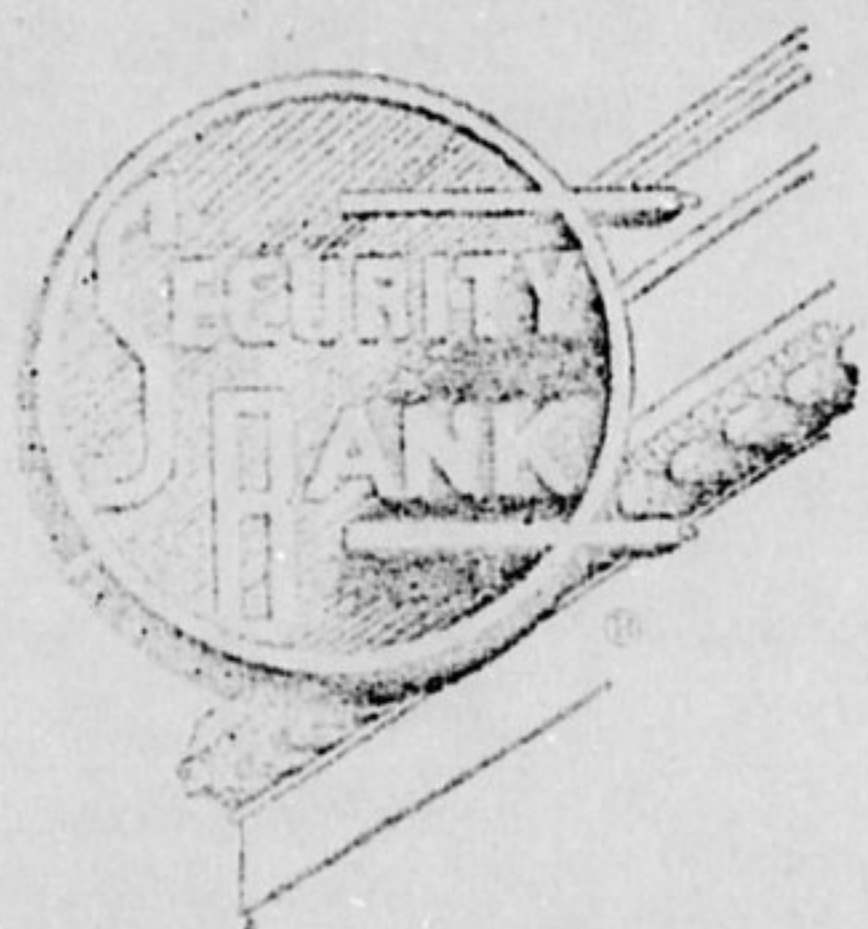
LOCATED IN

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New Boston • Southgate • Taylor

opinion on the fact that
we were admiring the
clarity of the stars in
the sky as well as
watching the sky for the
reappearance of the jets
that originally flew over
about 7:30

their skyward salute
was very impressive, however
I kept wondering if the
jet that reappeared left,
breaking the formation;
while the other three

~~_____~~



13 CONVENIENT OFFICES

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needed right was in
trouble?

My wife and I are on
vacation here.

My wife is a school
teacher and I am a banker.
We are confident that
the description related here
is accurate to the best
of our ability.

Yours truly,

[REDACTED]

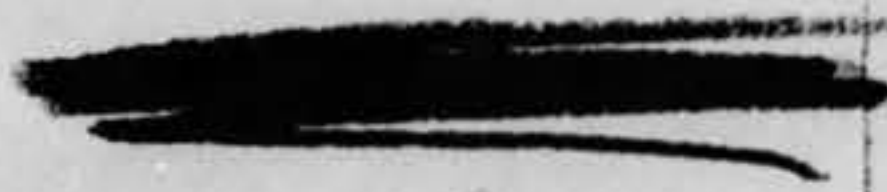


13 CONVENIENT OFFICES

LOCATED IN

Allen Park • Ecorse • Lincoln Park
New Boston • Southgate • Taylor

0
0 0
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CHRYSLER
DIVISION

HORISON HOUSE
HOTEL



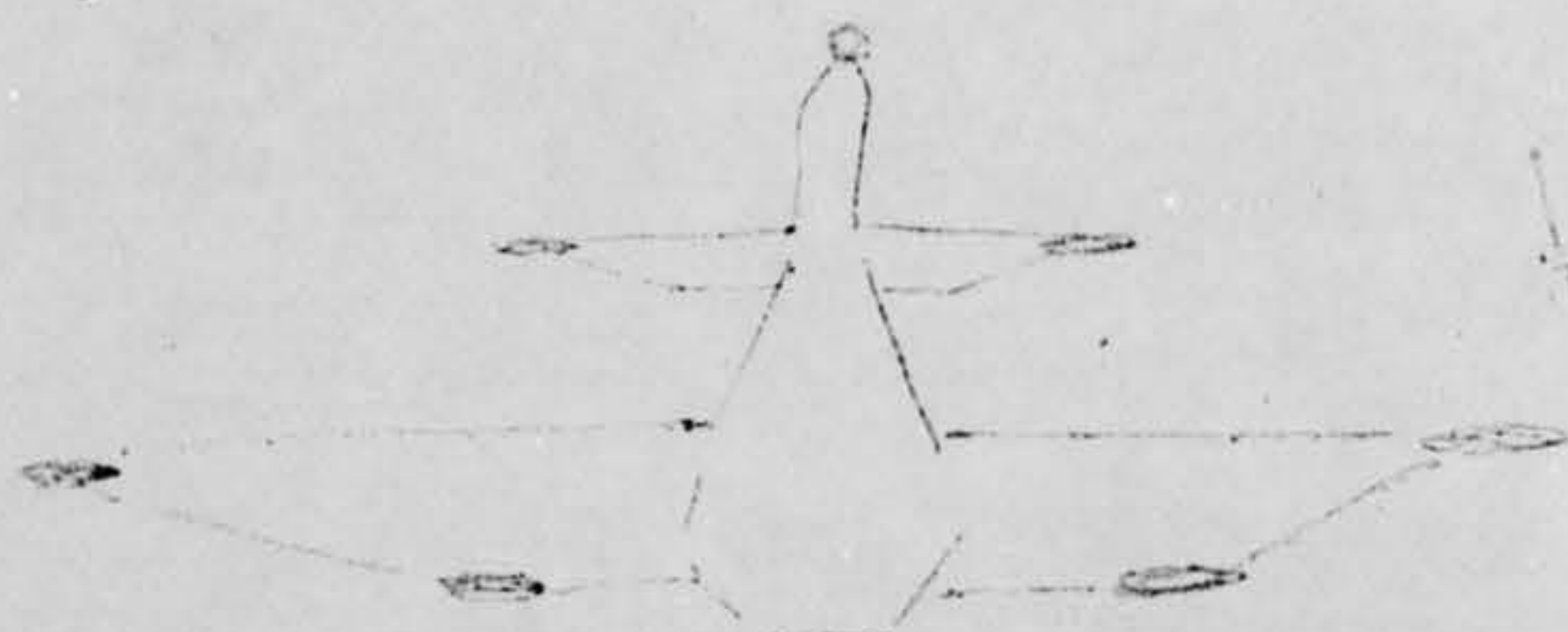


13 CONVENIENT OFFICES

LOCATED IN

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MY FIRST IMPRESSION WAS A BIG
PLANE - RED LIGHTS ON ENDS
OF TAIL FINS, ONE WHITE LIGHT
ON TOP OF TAIL & 2 RED LIGHTS
ON EACH WING ALL COMING
TOWARD US - BUT TOO LARGE
& DIDN'T MOVE AS STRUCTURE -



*Laurel
Unusual*

BUT LITES DIMMED & BRIGHTENED
& WHITE LITE STARTED WEAVING
AROUND RED LITES IN A CIRCLE,
DIMMING AS THEY
PASSED TO THE
BACK OF CIRCLE





13 CONVENIENT OFFICES

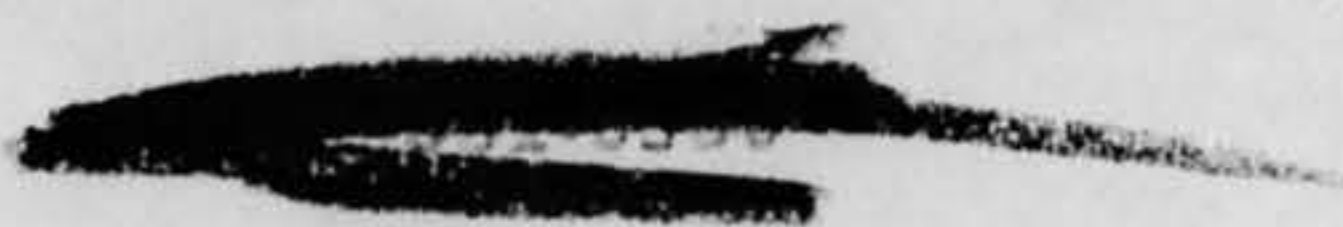
LOCATED IN

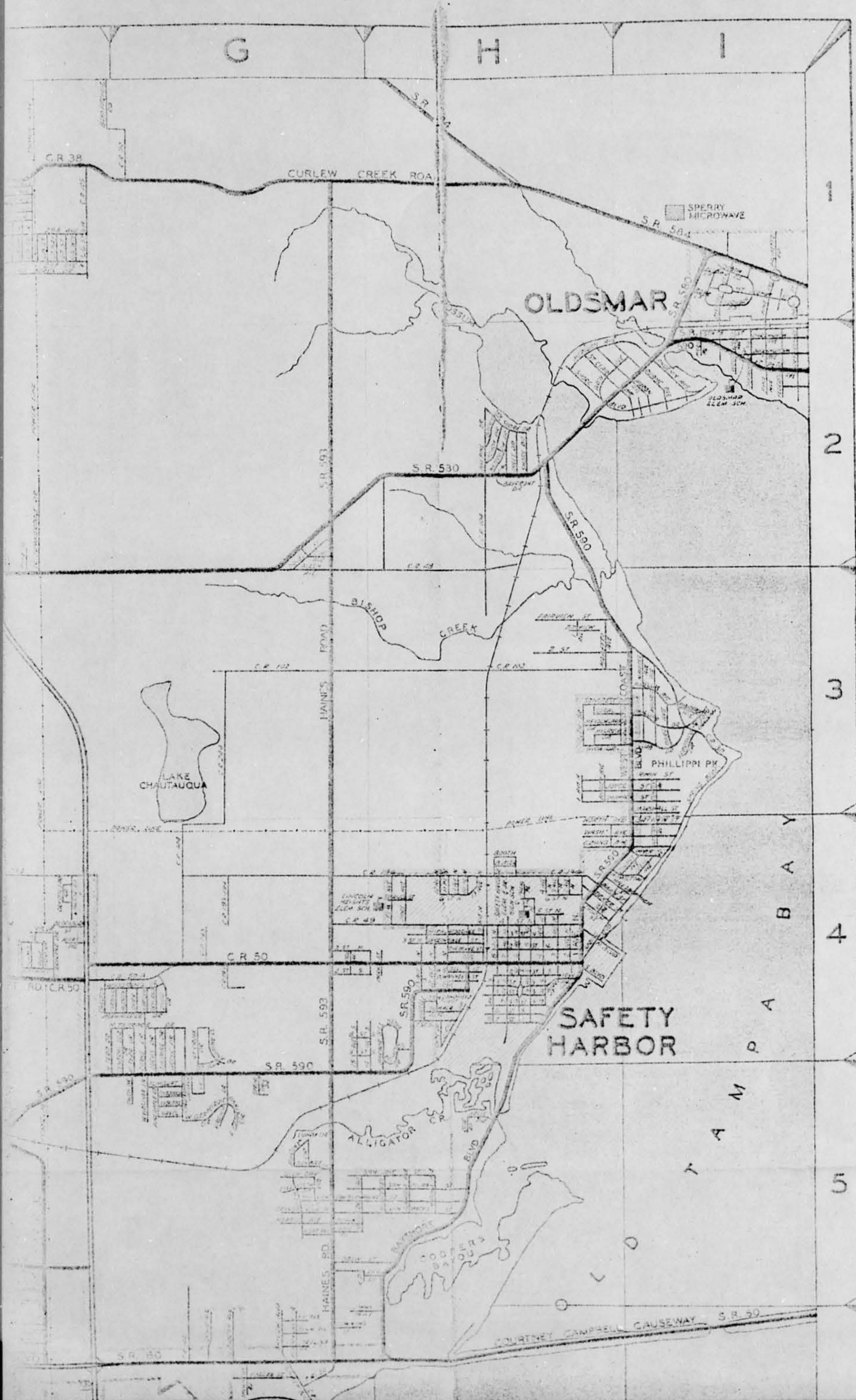
Allen Park • Ecorse • Lincoln Park
New Boston • Southgate • Taylor

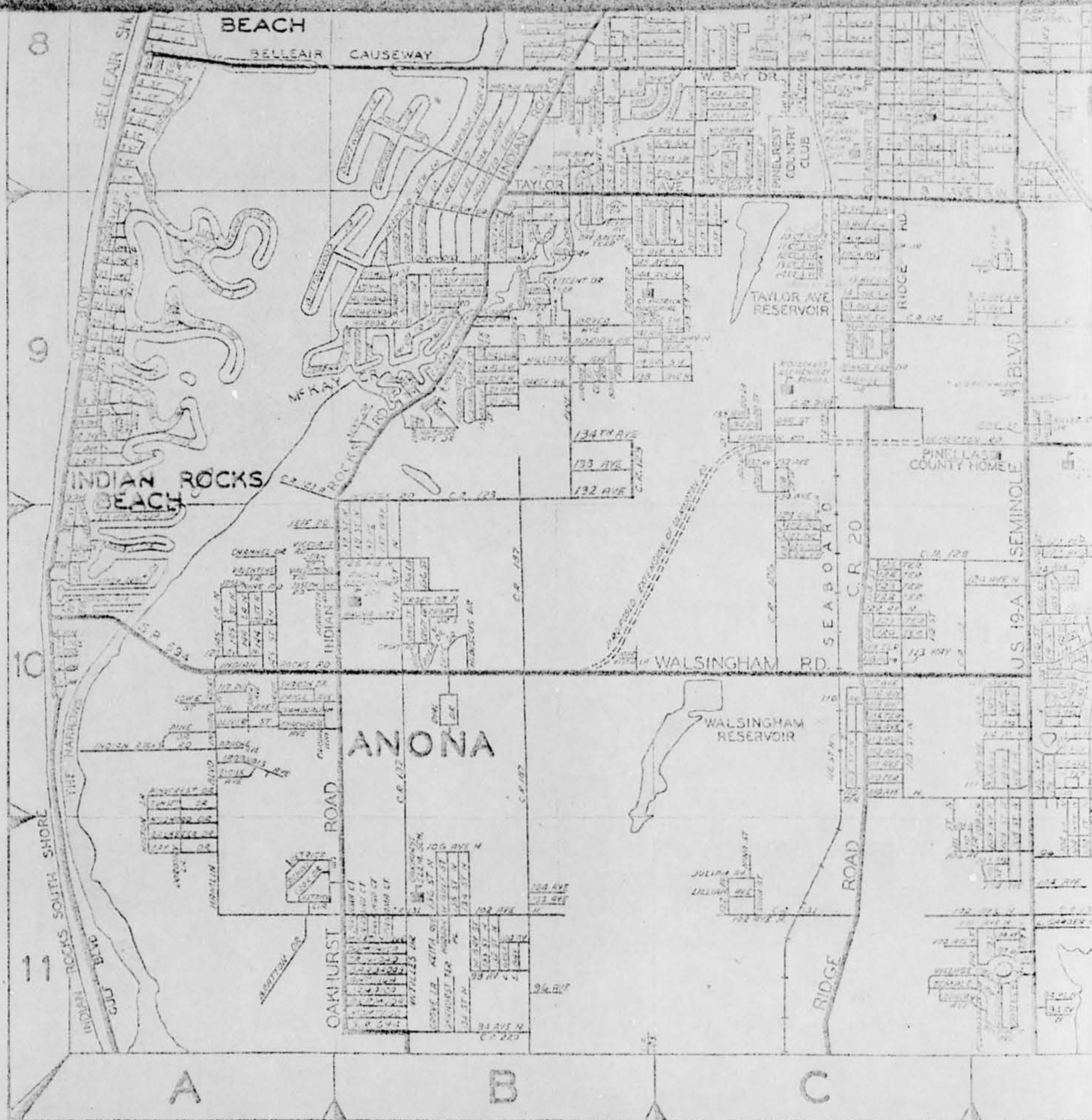
THEY DROPPED ONE AT
A TIME FROM THE RIGHT
FACING THE CIRCLE & STRAIGHT
DOWN, EXCEPT THE LAST
ONE; IT VEERED TOWARD
THE LEFT.



ALL THIS TOOK PLACE
WITHIN 5 MINUTES!

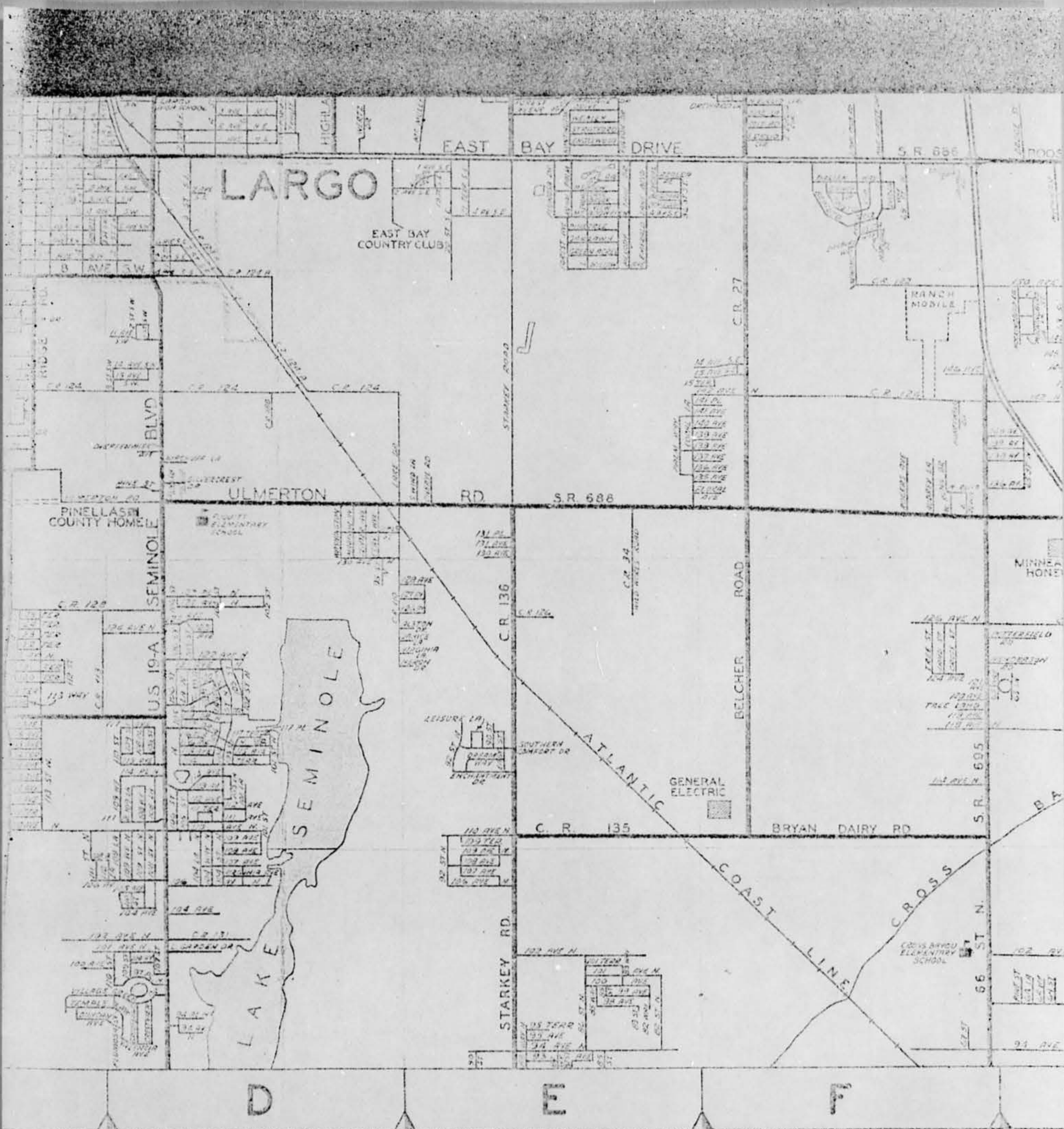


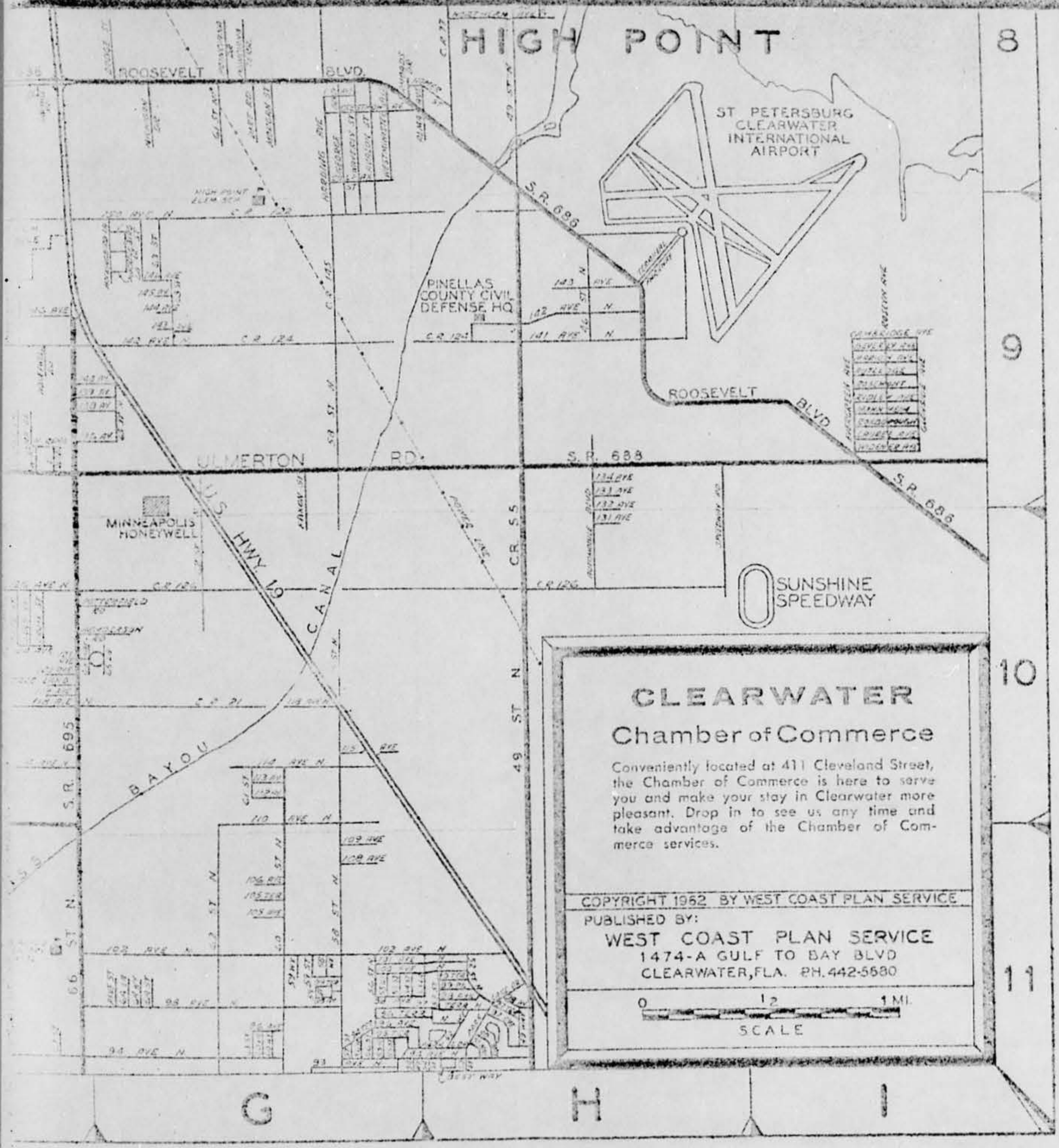




TAB

- A PILOT'S STATEMENT
- B MEMO PERTAINING TO INVESTIGATION
- C CORRESPONDENCE PERTAINING TO INVESTIGATION
- D CLEARWATER SUN NEWSPAPER ARTICLES
- E WATER DATA AND AREA MAP

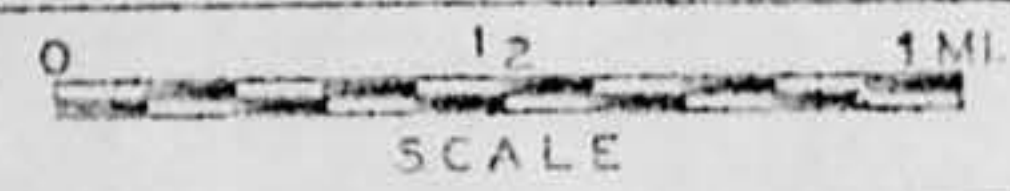




CLEARWATER Chamber of Commerce

Conveniently located at 411 Cleveland Street, the Chamber of Commerce is here to serve you and make your stay in Clearwater more pleasant. Drop in to see us any time and take advantage of the Chamber of Commerce services.

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WEST COAST PLAN SERVICE
1474-A GULF TO BAY BLVD
CLEARWATER, FLA. PH. 442-5580



SCALE

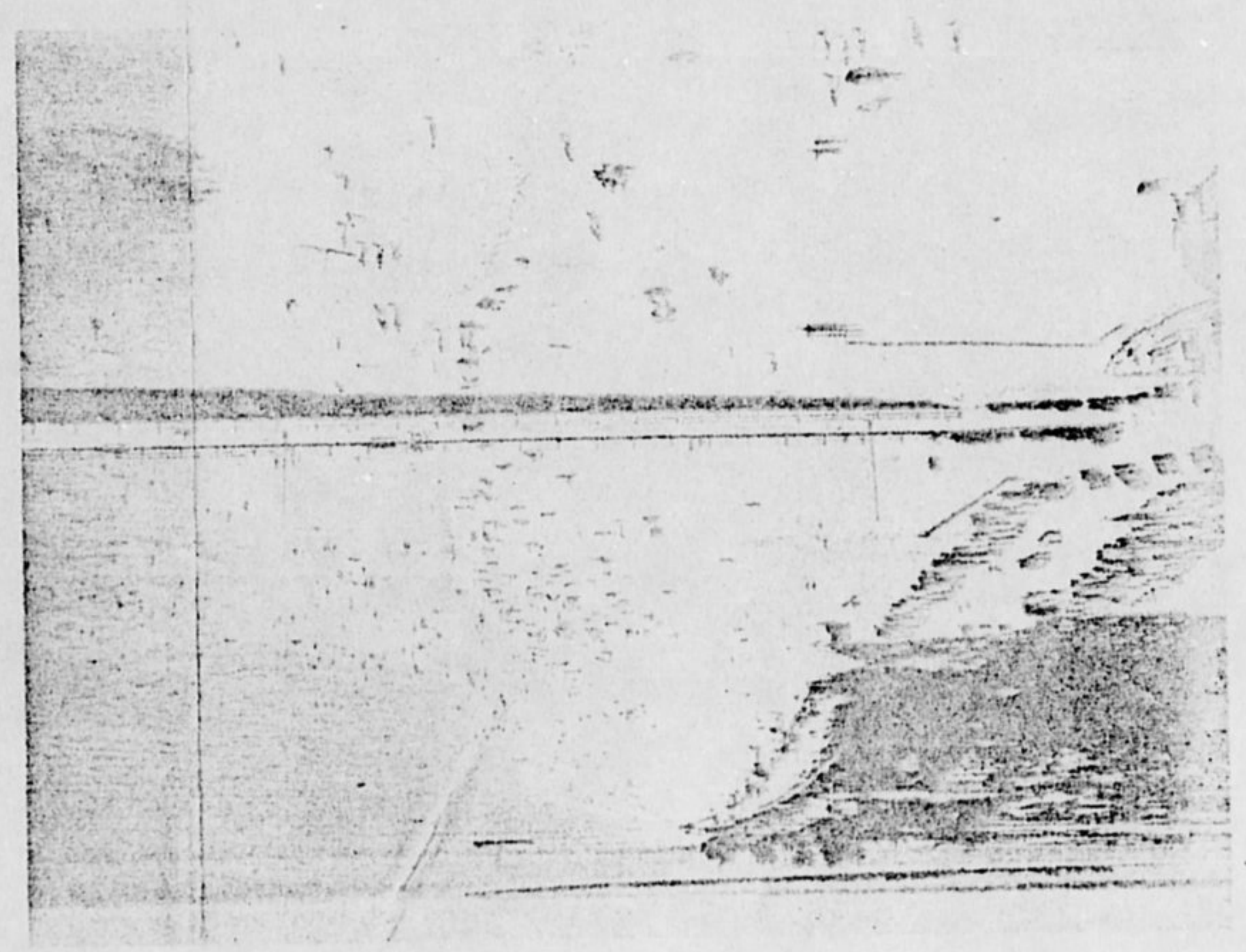


STREET MAP OF

Clear
water



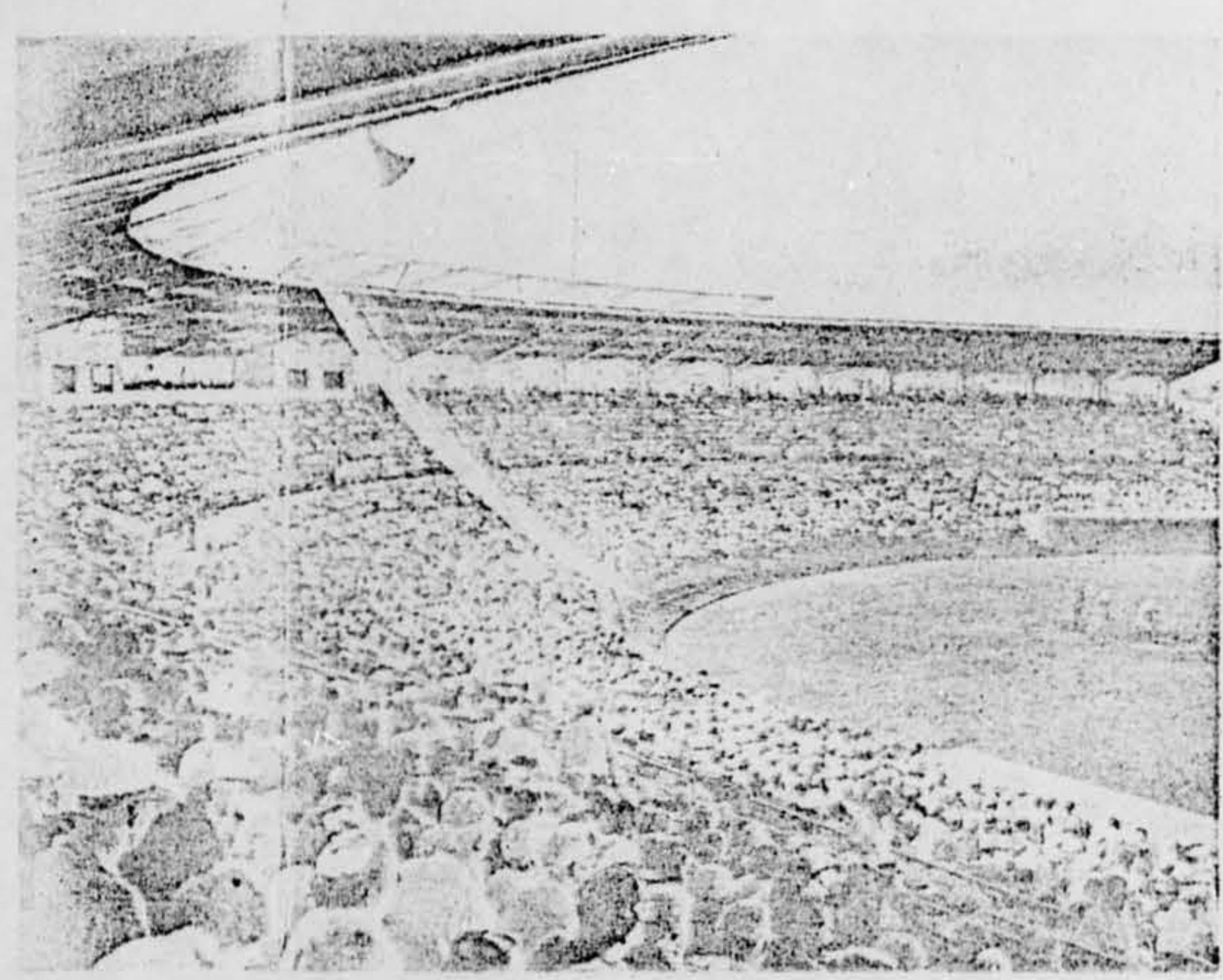
Clearwater Beach — a Barber's Paradise



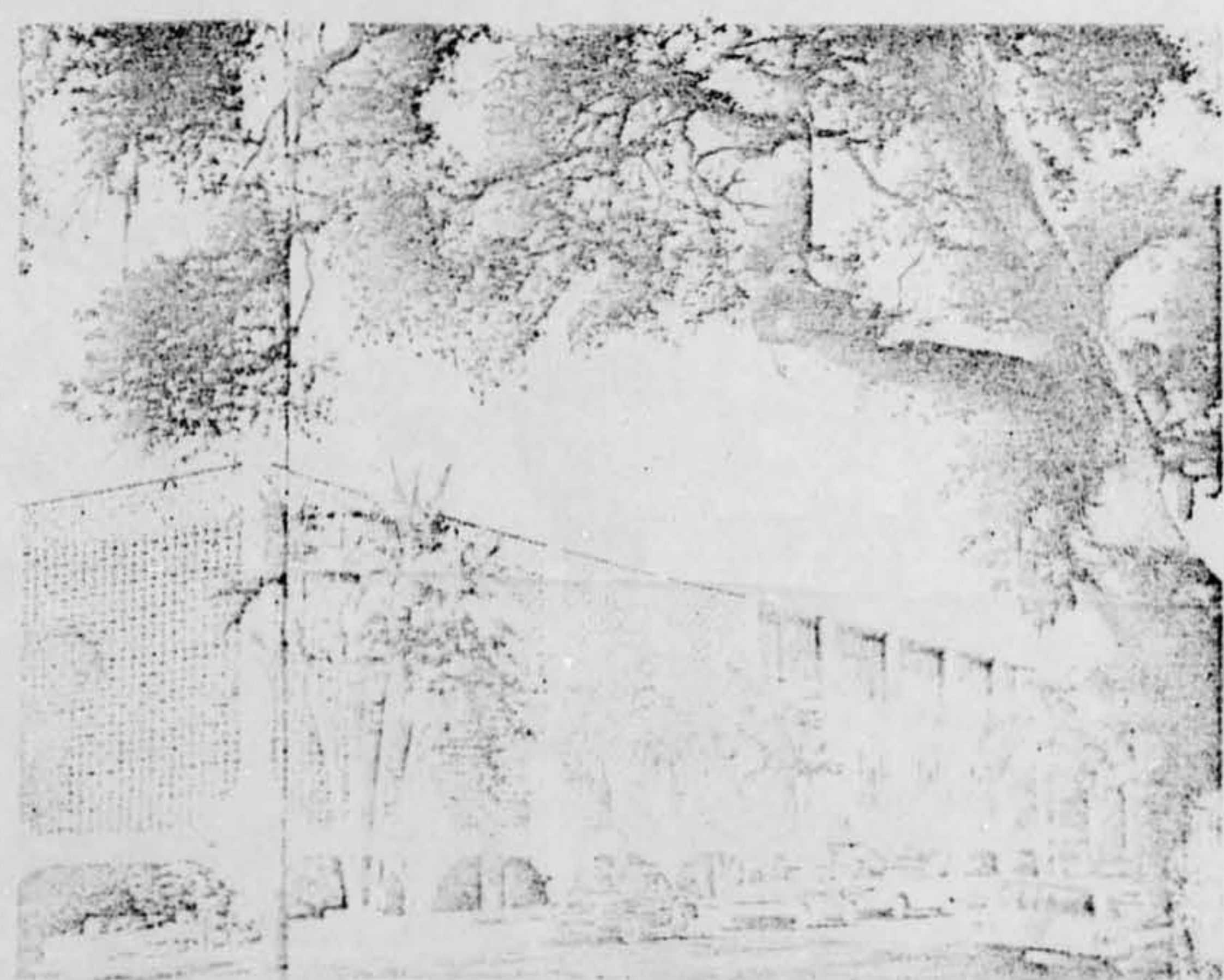
STREET MAP OF

Clear
water

C2	RIDGE RD (L)	C9, 10, 11	SUNSET ST (C)	C3	10TH	11TH, 13TH & 14TH	C1
12	RIDGEWOOD DR (C)	D4	SUNSET DR (C)	C5	18TH, 19TH & 20TH		C9
EB	2ND MONT DR (C)	F4	SUNSET DR (L)	ER	22ND & 23RD		C8
	WINDWAY DR (C)	E4	SUNSET DR (H)	A11	24TH & 25TH		BR
B7	WINDWOOD DR (D)	E3	SUNSET BAY DR (L)	B9			
D3, 1, 7, 1	WINDWOOD ST (C)	DE5	SUNSET POINT DR (C)	CDER			
D5	WINDWOOD ST (C)	E7	SUNNY LA (B)	C7	NUMBERED STREETS BELLEAIR BEACH		
B7	WINDWOOD ST (C)	E7	SUNNY PARK RD (C)	D7		NUMBERED COURTS LARGO	
E2	RIO CIR (C)	D1	SUPREE PL (B)	C6	1ST THRU 9TH	A8	
H4	RIO WAY (D)	E6	SUTTON PL (D)	E3	10TH THRU 24TH	A8	10TH THRU 14TH S.W.
	RIPON DR (C)	E4	SUZANNE ST (L)	B9	25TH	A7	C9
	RIVIERA DR (D)	D4	SYLVAN LA (C)	D4			
C7	ROANOKE ST (D)						
A10	ROBE LA (SO)	J1					
B8	ROBERTA ST (L)	E3					
C7	ROBINHOOD LA (D)	D2	TART ST (C)	C5		NUMBERED PLACES LARGO	
D2, 3	ROBINHOOD DR (D)	D2	TALLOWOOD DR (L)	B7			
C6, D6	ROBIN HOOD LA (C)	E7	TANGELINE AV (D)	D3	7TH N.E.		D3
D6	ROCKAWAY ST (C)	B4	TANGELINE ST (C)	D5, 6	6TH & 7TH S.W.		C8
B9	ROE AVE (L)	C7	TAYLOR AV (L)	BC9	19TH, 21ST & 22ND S.W.		B9
C9	ROEBLING RD N. 5 (B)	C7	TAYLOR AV (D)	D1			
D5	ROGERS AV (L)	F9	TEAKWOOD DR (C)	F5	NUMBERED STREETS CLEARWATER (BEACH)		
FR	ROGERS ST (C)	CDG6	TEMPLE AV (LS)	C11	1ST, 3RD & 5TH	B5	
B9	ROLANDO DR (D)	F1	TEMPLE LA (L)	B8			
D4	ROLLEN RD (C)	D4	TEMPLE ST (C)	D7		NUMBERED TERRACES LARGO	
B9	ROOSEVELT AV (C)	C5	TEMPLE TERR (L)	F8			
D9	ROOSEVELT BLVD (L)	G8, H7	TENNESSEE AV (C)	G6	15TH S.E.		P9
E5, 6	ROSE LA (L)	F8	TERESSA DR (L)	D7	21 S.E.		E8
B7	ROSE ST (C)	D7	THAMES ST (C)	E4			
C4	ROSEMARY RD (L)	E9	THE MALL (C)	D4			
C5	ROSEMERE DR (C)	D5	THE MALL (B)	C7	NUMBERED AVENUES INDIAN ROCKS BEACH		
DC7	ROSEMONT AV (L)	D4	THIRD AV (D)	D3		NUMBERED AVENUES SAFETY HARBOR	
D6	ROSEMONT DR (C)	D4	THOMAS DR (C)	G4	1ST THRU 9TH	A10	1ST THRU 9TH
D4	ROSEY CT (B)	B7, 8	THOMAS RD (C)	H5	10TH THRU 27TH	A9	10TH THRU 15TH
B10	ROSEY LA (B)	B8	THOMPSON AV (L)	D7			H4
D4	ROSEY RD (B)	CD8	THORNTON RD (C)	G6			
B8	ROSEY RD (L)	D5	TERRACE DR N. (C)	F5			
C7	ROSEWOOD ST (C)	D2	TERRACE RD (D)	D2		NUMBERED STREETS SAFETY HARBOR	
DE5	ROSLYN AV (L)	D2	TERRACE RD (C)	D4			
D5	ROWENA LA (D)	D2	TERRACE VIEW LA (C)	G6			
G4, 5	ROXBOROUGH AV (L)	D2	THATCHER AV (L)	A10		North	
E6	ROYAL DR (L)	B9	TILDEN ST (D)	D3		2ND-THRU 6TH	H4
	ROYAL WAY (C)	B4	TILLEY AV (C)	C7		South	
	ROYAL PALM DR (L)	E8	TIMBER LA (D)	F3		2ND THRU 9TH	H4
	RUSSELL ST (L)	D5	TIME AV (C)	D4			
A10	RUTLEDGE AV (B)	19	TIMMONS TERR (C)	D7	NUMBERED STREETS INDIAN ROCKS BEACH		
E7			TIOGA AV (C)	D6, 7	1ST & 2ND	A9, 10	NUMBERED PLACES SAFETY HARBOR
C8			TOWNSEND ST (C)	E4	3RD	A10	
C6			TRADWINDS DR (D)	D1			10TH & 11TH
							H4



Jack Russell Stadium — winter home of the Phillies



Clearwater's Modern Library

STREET INDEX

NOTE: Letters in parenthesis following street names designate areas as follows:

- (B) BELLEAIR
- (BB) BELLEAIR BEACH
- (C) CLEARWATER AREA
- (D) DUNEDIN AREA
- (I) INDIAN ROCKS AREA
- (L) LARGO AREA
- (LS) LAKE SEMINOLE AREA
- (SO) SAFETY HARBOR - OLDSMAR AREA

A

"A" ST (C)
ABERDEEN ST (D)
ACACIA DRIVE (D)
ACACIA ST (C)
ACADEMY ST (C)
ADAMS AV (C)
ADELE PL (L)
ADRIAN AV (L)
ADMIRAL DR (D)
ADMIRAL WOODS N LA (C)
ALAMANDA DR (C)
ALAMANDA DR (L)
ALAMEDA AV (C)
ALBANY DR (C)
ALBEMARLE DR (C)
ALBERT ST (D)
ALBERTA DR (L)
ALCORN LA (SO)
ALDEN AV (C)
ALETA DR (BB)
ALGONQUIN DR (C)
ALICE LA (C)
ALICIA DR (D)
ALLARD DR (D)
ALLEN AV (SO)
ALLEN DR (C)
ALLENDALE DR (C)
ALMA ST (L)
ALPHA LA (C)
ALPINE RD (C)
ALSTON DR (LS)
ALTHEA RD (B)
ALTON DR (D)
AMBLES ST (C)
AMERICAN DR (C)
ANN CIR (C)
ANCHORAGE WAY (C)
ANDOVER DR (D)
ANDREA DR (L)
ANGLE RD (D)
ANGERS LA (L)
ANNA AV (C)
ANONA HTS RD (H)
ANTIGUA DR (H)
ANTILLES DR (H)
APACHE AV (H)
ARBOR DR (C)
ARCH AV (SO)
ARCHIMEDES ST (D)
ARCTURUS AV (C)
ARDEN AV (C)
ARISTOMENES ST (D)
ARISTOTLE ST (D)
ARLINGTON PL (C)
ARMOUR DR (D)
ARONDALE RD (L)
ARNONI DR (D)
ASHLAND DR (D)
ASHTON ABBEY RD (C)
ASTER ST (C)
ATLANTIS DR (C)
ATHENS ST (D)
AUBIDEAUX AV (SO)
AUBURN AV (L)
AUDREY DR (C)
AUDREY LA (L)
AUDUBON RD (SO)
AUREL ST (C)
AURORA AV (C)

AUTOMOBILE BLVD (L)
AVALON ST (C)
AVANDA CT (C)
AVOCADO DR (C)
AVOCADO RD (L)
AVON DR (SO)
AVON LA (L)
AVON ST (SO)
AZALEA AV (C)
AZALEA DR (L)
AZALEA PL (H)

B

"B" ST (C)
BACH CIR (L)
BACK DR (C)
BAHAMA CT (H)
BAHIA VISTA BLVD (H)
BAILEY ST (SO)
BAKER (C)
BALBOA CIR (L)
BALMORAL DR (C)
BAMBOO DR (L)
BAMBOO LA (L)
BARBADOS DR (H)
BARBARA AV (C)
BARBARA CIR (B)
BARBARA DR (C)
BARBARA CT (L)
BARBARA LA (D)
BARCELONA DR (C)
BARIOW LA (L)
BARRER RD (C)
BARRY ST (C)
BASS BLVD (D)
BATES AV (H)
BAY AV (C)
BAY BLVD (H)
BAY DR (H)
BAY LA (C)
BAY ST (D)
BAY ST (C)
BAYFRONT DR (SO)
BAYMONT ST (C)
BAYSHORE BLVD (C)
BAYSHORE DR (BB)
BAYSIDE DR (C)
BAYVIEW DR (B)
BAYVIEW DR (C)
BAYVIEW DR (S)
BAYVIEW ST (SO)
BAYVIEW BLVD (C)
BAYVIEW ST (SO)
BAYVIEW PL (H)
BAYWATER DR (SO)
BAYWAY BLVD (C)
BAYWOOD AV (C)
BAYWOOD DR N. E. S.
BAYWOOD PL (B)
BAYWOOD PL (C)
BAY PALM BLVD (H)
BAY PINE BLVD (H)
BAY PINE DR (SO)
BAY SHORE BLVD (D)
BAYSHORE TERR (L)
BEACH DR (SO)
BECKETT ST (C)
BEDFORD CIR (L)
BEDFORD ST (SO)
BEECHER RD (D)
BEGONIA PL (L)
BELCHER RD (C)
BELLE AV (C)
BELLE PL (L)
BELLEAIR RD
BELMAR DR (L)
BELLEVILLE DR (D)
BELLEMEAD CIR (L)
BELLEMEAD DR (C)
BELLTREES ST (D)
BELLEVUE BLVD (C)
BELLEVUE ST (B)
BEL-Forest DR (L)
BELLE CHEER DR (C)
BELLE KEENE DR (C)
BENTLEY ST (C)
BERMUDA AV (C)
BERMUDA DR (H)
BERMUDA ST (C)
BERTLAND WAY (C)

BEST WAY (L)
BETTY LANE (C)
BETTY LANE CT (C)
BEVERLY AV (L)
BEVERLY AV NW (L)
BEVERLY CIR (C)
BIRDIE CIR (D)
BEVERLY DR (C)
BEVERLY LA (C)
BIRDELL ST (C)
BIRDIE LA (D)
BLACKBURN ST (C)
BLACKOAK LA (D)
BLANTON LA (C)
BLUFF VIEW DR (L)
BOGIE LA (D)
BOHEMIA CIR (C)
BONAIR ST (C)
BONNER AV (D)
BONNIE GAIL RD (L)
BOOTH ST (SO)
BOYLAN AV (C)
BRAE BURN DR (L)
BRAGINION ST (L)
BRATTON DR (H)
BRAUND AV (C)
BRAVO DR (C)
BRENTWOOD DR (C)
BREWSTER DR (H)
BRIAR CIR (D)
BRIGHTWATER DR (C)
BRISBANE ST (C)
BRISTOL CIR (L)
BRITTON ST (L)
BROADWAY (D)
BROOK RD (C)
BROOKSIDE DR (L)
BROOKSIDE DR (C)
BROOKVIEW AV (L)
BROWNELL ST (C)
BROWNING ST (C)
BRUNSWICK DR (L)
BRYAN DAIRY RD (L)
BRYANT ST (C)
BRUCE AV (C)
BUCKINGHAM AV (SO)
BUCKINGHAM DR (L)
BUDLEIGH ST (C)
BUENA VISTA DR (D)
BUGLE LA (C)
BURK AV (D)
BURNACE DR (C)
BUTLER ST (SO)
BUTTERWOOD LA (L)
BRYAN DR (C)
BYRON AV (C)
BYRON DR (C)

C

CALOMONDON LA (C)
CALUMET ST (C)
CAMBRIA ST (C)
CAMBRIDGE AV (L)
CAMBRIDGE DR (C)
CAMBRIDGE DR (L)
CAMEL DR (L)
CAMELLIA DR (C)
CAMELLIA PL (L)
CAMPBELL CT (C)
CAMPBELL ST (C)
CAMPUS DR (C)
CANAL AV (H)
CANTERBURY DR (L)
CANTERBURY RD (C)
CARACAS AV (C)
CARDINAL DR (D)
CARDINAL DR (C)
CARDINAL DR S (C)
CARDINAL PD (D)
CARDINAL WAY (H)
CARDOVA LA (C)
CARLOS AV (C)
CARLOUSEL DR (C)
CARLTON DR (C)
CARLTON ST (C)
CARPENT AV (C)
CARNATION DR (D)
CARNegie AV (L)

CAROL AV (B)
CAROL DR (C)
CAROLINA AV (C)
CAROLYN DR (D)
CAROLYN LA (C)
CARROLL ST (C)
CASA VISTA DR (D)
CASLER (C)
CATALINA DR (D)
CATALINA DR (C)
CATHEDRAL DR (D)
CAUSEWAY BLVD (C)
CAUSEWAY BLVD (BB)
CECELIA LA (C)
CECIL ST (L)
CEDAR DR (BB)
CEDAR DR (D)
CEDAR LA (L)
CEDAR ST (C)
CEDAR ST (D)
CEDARWOOD AV (D)
CEDARWOOD DR (C)
CENTER AV (LS)
CENTER AV (SO)
CENTER CIRCLE (L)
CENTER ST (C)
CENTRAL AV (C)
CENTRAL TERRACE DR (C)
CEVERA DR (D)
CHAMBERLAIN AV (H)
CHANDLER AV (C)
CHANNEL DR (H)
CHARLES ST (C)
CHASE AV (SO)
CHATEAU DR (C)
CHAUCER ST (C)
CHERYL RD (L)
CHEROKEE ST (SO)
CHESTER DR (C)
CHESTERFIELD DR (L)
CHESTNUT ST (C)
CHICAGO AV (D)
CHURCH ST (SO)
CHURCH CREEK PT (L)
CINCINNATI DR (C)
CIRCLE DR N. E. W. (L)
CITRUS AV (D)
CITRUS ST (C)
CIRUS AV (C)
CLAIRE DR (C)
CLARK ST (C)
CLAY AV (LS)
CLEARVIEW AV (C)
CLEARWATER HARBOR
DR (L)
CLEARWATER RD (L)
CLEVELAND AV (L)
CLEVELAND ST (C)
CLIFTON TERR (L)
CLUB DR (SO)
COACHMAN RD (C)
COE RD (B)
COIT RD (L)
COLFAX ST (L)
COLLEGE DR (C)
COLONIAL CT (D)
COLONY DR (L)
COLUMBUS CIR (L)
COMET AV (C)
COMMODORE ST (C)
COMMERCE DR (L)
CONANT AV (SO)
CORAL DR (SO)
CORAL WAY (L)
CORBETT ST (B)
CORK ST (L)
CORNELL ST (C)
CORONA AV (C)
CORONADO DR (D)
CORONADO DR (C)
CORONET DR (L)
CORTEZ AV (L)
CORVETTE DR (L)
COUNTRY LA E. W. S. (C)
COUNTRY CLUB RD (B)
COURT ST (C)
COVE CIR (L)
CRAWFORD AV (L)
CREEK LA (L)
CREST AV (C)
CRESCENT CT (C)

CRESCENT DR (L)
CRESTMONT AV (L)
CRESTVIEW RD (C)
CRESTVIEW ST (LS)
CRESTVIEW ST (C)
CRESTWOOD LA (H)
CROFT DR E. N. S. (H)
CROWLEY DR (D)
CROSS ST (L)
CROWN ST (C)
CROYDON DR (C)
CROYDON DR (H)
CRYSTAL LAKE RD (C)
CULBERTSON AV (D)
CUNNINGHAM DR (D)
CURLEW CREEK RD (D)
CURRIE LA (H)
CURTIS DR N. E. S. (C)
CYPRESS AV (D)
CYPRESS AV (D)
CYPRESS AV (C)
CYPRESS DR (D)
"D" ST (C)
DAMROSCH DR (L)
DANBURY WAY (L)
DANE DR (C)
DANIEL ST (SO)
DAPHNE LA (C)
DARTMOUTH ST (C)
DARTMOUTH ST (L)
DARTMOUTH ST (SO)
DAVID AV (C)
DAVIES AV (D)
DAWN DR (C)
DEBORAH AV (L)
DELAWARE ST (SO)
DE LEON ST (C)
DELL AV (C)
DELMAR DR (L)
DELTA WAY (L)
DEL RIO AV (L)
DEMARET DR (D)
DEMARET ST (C)
DESOTO LANDING (SO)
DESOTO PL (B)
DEVILLE DR (L)
DEVILLE DR N. (L)
DEVON ST (C)
DEVONSHIRE ST (SO)
DEXTER DR (C)
DIANE DR (D)
DIEFFENWIERTH AV (L)
DISSON BLVD (L)
DODGE ST (L)
DOGWOOD DR (D)
DOLPHIN DR (L)
DOLPHIN PT (C)
DOMINICA DR (H)
DONATO DR (BB)
DONCHESTER DR (C)
DOVA DR (C)
DORAMA CT (D)
DOROTHY DR (C)
DOROTHY LA (H)
DORY PASSAGE (C)
DOUGLAS AV (D)
DOUGLAS DR (C)
DOWNING ST (C)
DOVER LA (L)
DREAM WAY (LS)
DREW ST (C)
DRIFTWOOD AV (C)
DRIFTWOOD LA (L)
DRUID PL (B)
DRUID RD
DRUID RD W. (C)
DRYER AV (L)
DUANE AV (SO)
DUMONT DR (D)
DUNBAR DR (C)
DUNBAR LA (L)
DUNCAN AV (LS)
DUNCAN AV (C)
DUNCAN DR (L)
DUNSTON COVE RD (C)

D

DAMROSCH DR (L)
DANBURY WAY (L)
DANE DR (C)
DANIEL ST (SO)
DAPHNE LA (C)
DARTMOUTH ST (C)
DARTMOUTH ST (L)
DARTMOUTH ST (SO)
DAVID AV (C)
DAVIES AV (D)
DAWN DR (C)
DEBORAH AV (L)
DELAWARE ST (SO)
DE LEON ST (C)
DELL AV (C)
DELMAR DR (L)
DELTA WAY (L)
DEL RIO AV (L)
DEMARET DR (D)
DEMARET ST (C)
DESOTO LANDING (SO)
DESOTO PL (B)
DEVILLE DR (L)
DEVILLE DR N. (L)
DEVON ST (C)
DEVONSHIRE ST (SO)
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DOROTHY LA (H)
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DOVER LA (L)
DREAM WAY (LS)
DREW ST (C)
DRIFTWOOD AV (C)
DRIFTWOOD LA (L)
DRUID PL (B)
DRUID RD
DRUID RD W. (C)
DRYER AV (L)
DUANE AV (SO)
DUMONT DR (D)
DUNBAR DR (C)
DUNBAR LA (L)
DUNCAN AV (LS)
DUNCAN AV (C)
DUNCAN DR (L)
DUNSTON COVE RD (C)

Clearwater Chamber of Commerce

Compliments of

on the Gulf of Mexico

BEACH

Florida

AND ITS

Q

[illegible]

POPULATED PLACES

Over 500,000	BOSTON
100,000 to 500,000	RICHMOND
25,000 to 100,000	EVANSTON
5,000 to 25,000	Hialeah
1,000 to 5,000	Bar Harbor
Less than 1,000	Florida
RAILROADS	
Standard gauge	Landplane airport
Narrow gauge	
BOUNDARIES	
International	Landing area
State	Wingplane airport
County	Power line
Park or reservation	
Horizontal control point	Orchard
Spot elevation in feet	Woods

Prepared by the Army Map Service,
Washington, D. C. Compiled in 1955
United States Quadrangles 1254,
USC&GS Charts 1254, 1255, 1955,
revised by photogrammetric method
USGS CG and Florida Geologic Sur.
Photogrammetric area fold check.

CONTOUR INT
WITH SUPPLEMENTARY CONT

TRANSVERSE MERIDIAN

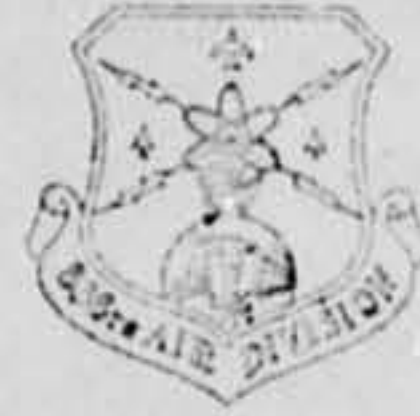
1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES
EDGE TO EDGE EASTERLY FOR THE CENTER OF THE S

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE REQUESTED TO
CONTACT THE ARMY MAP SERVICE, WASHINGTON, D. C. MAPS

V501
 Edited I-AMS

SERIES V50!
SHEET NG 17-1.4
EDITION 1—AMS

HEADQUARTERS
836TH AIR DIVISION (TAC)
UNITED STATES AIR FORCE
MACDILL AIR FORCE BASE, FLORIDA



REPLY TO
ATTN OF: DOI 12

20 JUL 1964

SUBJECT: UFO Report

to: Hq FTD (TDE), Wright-Patterson AFB, Ohio

1. This letter and the attachments are sent as explanation of the reports of unidentified flying objects observed 4 July 1964.
2. The analysis of the reports of UFO, weather report, and pilot's statement, all of which are attached to this letter, indicates that what were reported as UFO were actually flares dropped by and circled by a civilian light aircraft, piloted by [REDACTED], Clearwater, Florida.
3. This analysis was made by 1/Lt GERALD W. PALMER, AO3131825, INTELLIGENCE OFFICER, 12th Tactical Fighter Wing, MacDill AFB, Florida.

FOR THE COMMANDER

Woodrow W. Ramsey
WOODROW W. RAMSEY
Colonel, USAF
Director of Operations

- 3 Atch
1. Weather Information
 - 4 July 1964 - 1900-2200 EST
 2. Pilot's Statement
 3. Miscellaneous Reports of UFO

LEGEND

ROAD DATA 1955

Figures in red denote approximate distances in miles between stars.

ROADS

- Hard surface, heavy duty
- More than two lanes wide
- Two lanes wide; Federal route marker
- Hard surface, medium duty
- More than two lanes wide
- Two lanes wide; State route marker
- Improved light duty
- Unimproved dirt
- Trail

LANES & LINES

- 1 LANE & LINES
- 2 LANE & LINES
- 3 LANE & LINES
- 4 LANE & LINES

- Landmarks: School; Church; Other
- Depth curves in feet
- Limit of danger; Reef
- Rock; Awash; Sunken
- Foreshore flat; Mangrove
- Intermittent or dry stream
- Marsh or swamp



POPULATED PLACES

- Over 500,000
- 100,000 to 500,000
- 25,000 to 100,000
- 5,000 to 25,000
- 1,000 to 5,000
- Less than 1,000

BOSTON
RICHMOND
EVANSTON
Hialeah
Bar Harbor
Fishkill

RAILROADS

- Standard gauge
- Narrow gauge

BOUNDARIES

- International
- State
- County
- Park or reservation
- Horizontal control point
- Spot elevation in feet

- Landplane airport
- Landing area
- Seaplane airport
- Power line
- Orchard
- Woods-brushwood

Prepared by the Army Map Service (AMS), Corps of Engineers, U. S. Army, Washington, D. C. Compiled in 1955 by photogrammetric methods and from: United States Quadrangles, 1:250,000, Corps of Engineers, 1939-44; USGS Charts 1254, 1255, 1256, 1257, 1955. Photometric detail based by photogrammetric methods. Horizontal and vertical control by USGS, CE and Florida Geodetic Survey. Map sources field annotated 1955. Photogrammetric area field check, 1955.

CONTOUR INTERVAL 50 FEET
WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS

TRANSVERSE MERCATOR PROJECTION

BLOCK NUMBER AND ZONE INDICATE THE METRIC UNIVERSAL TRANSVERSE MERCATOR GRID ZONE. THE LAST FOUR DIGITS OF THE 12-DIGIT NUMBER ARE OMITTED.

1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 2° 15' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 1° 45' EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0° 00' WESTERLY.

USERS SHOULD BE AWARE OF OMISSIONS ON THIS MAP ARE USED TO MARK HEREON AND FORWARD DIRECTLY TO COMMANDING OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

GRID ZONE DESIGNATION		TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 100 METERS	
17R		SAMPLE POINT - 100 METERS	
100,000 METER SQUARE IDENTIFICATION		SAMPLE POINT - 100 METERS	
LA	MA	1. Read letters identifying 100,000 meter square in which the point lies.	12
LV	MV	2. Square first vertical grid line to left of point and read large figure labeling the first number in the four-figure number of the square.	3
LU	MU	3. Square first horizontal grid line below point and read large figure labeling the first number in the four-figure number of the square.	4
4. Square first vertical grid line to left of point and read large figure labeling the first number in the four-figure number of the square.		5. Square first horizontal grid line below point and read large figure labeling the first number in the four-figure number of the square.	3
SAMPLE REFERENCE		17R1234	
17R1234		17R1234	

102

101

15

200

200

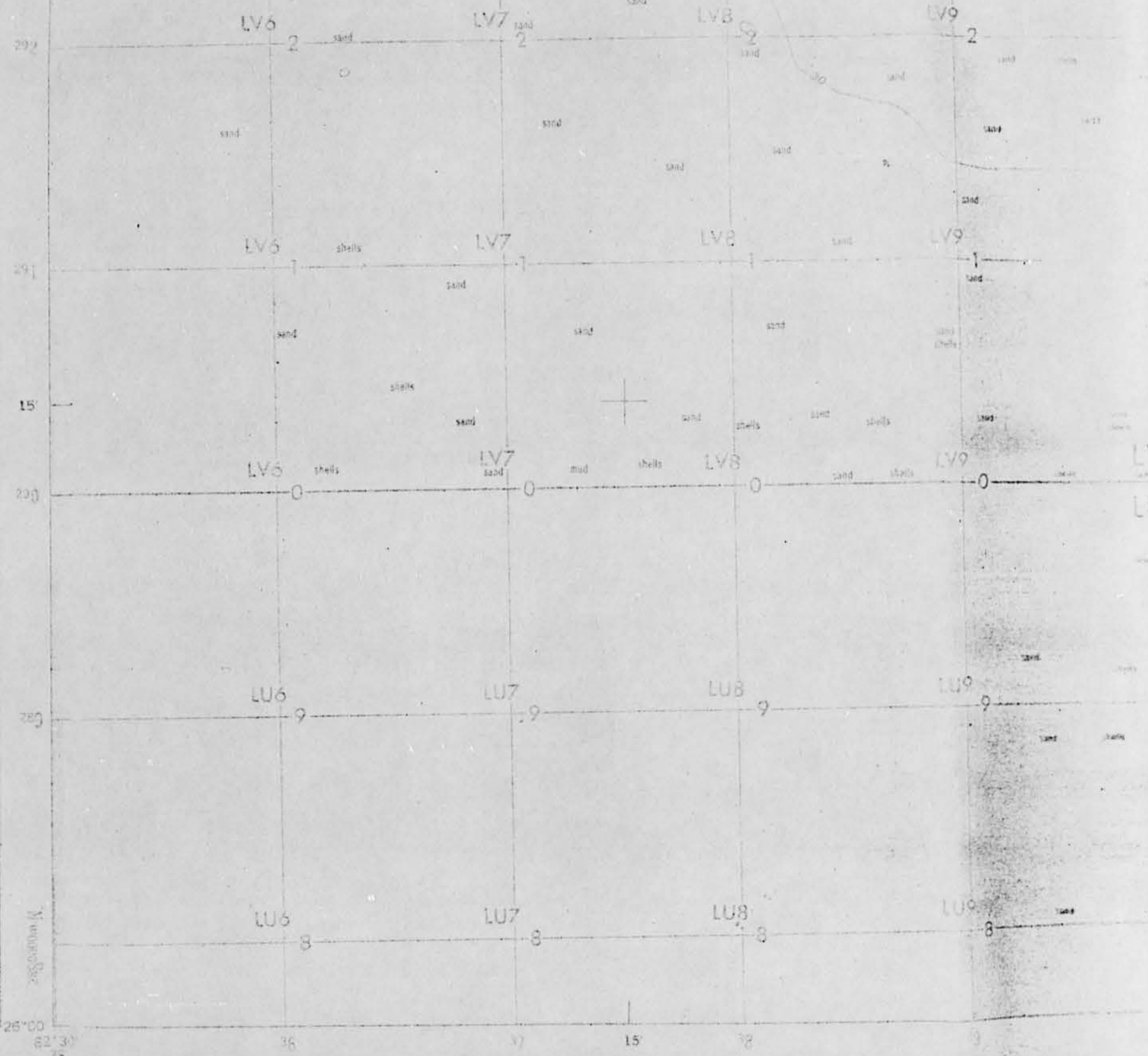
1000000

26 00

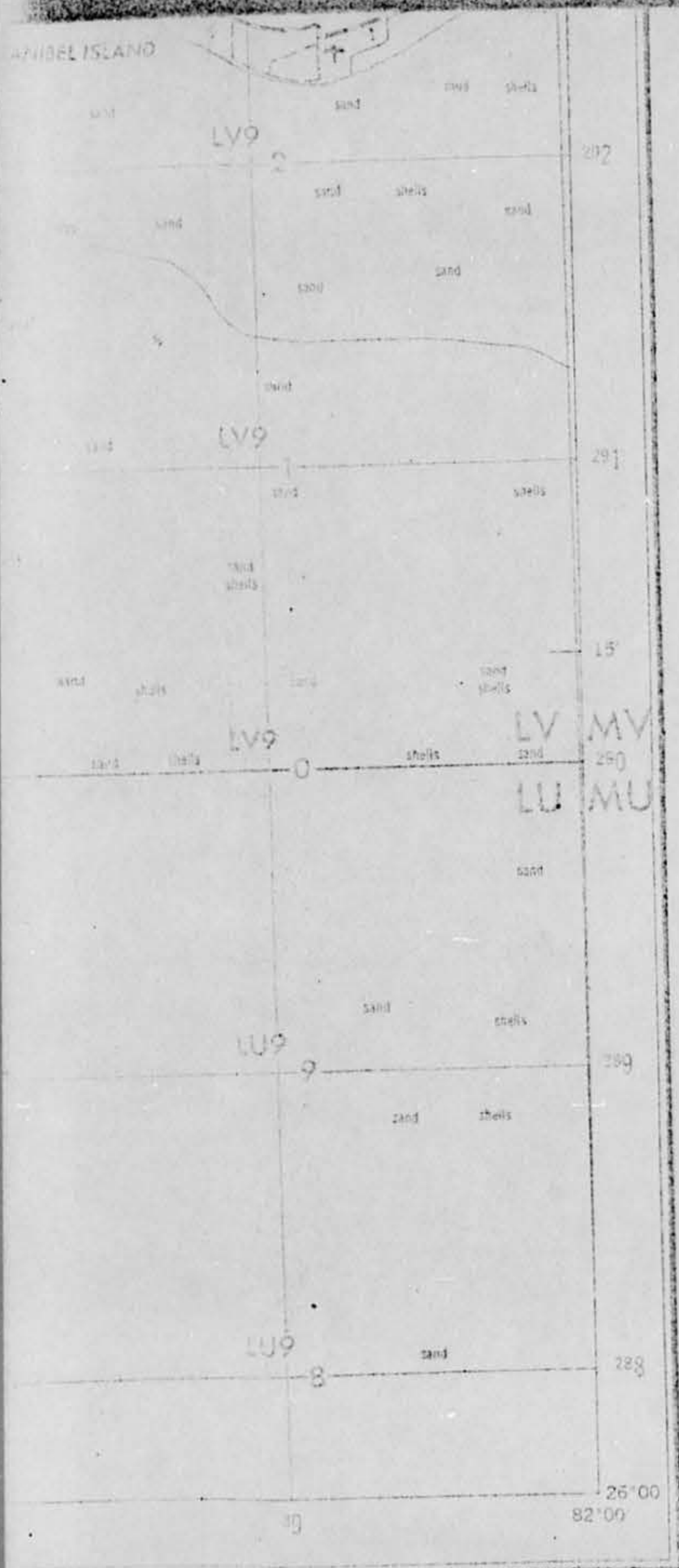
82 30

15

SANIBEL ISLAND



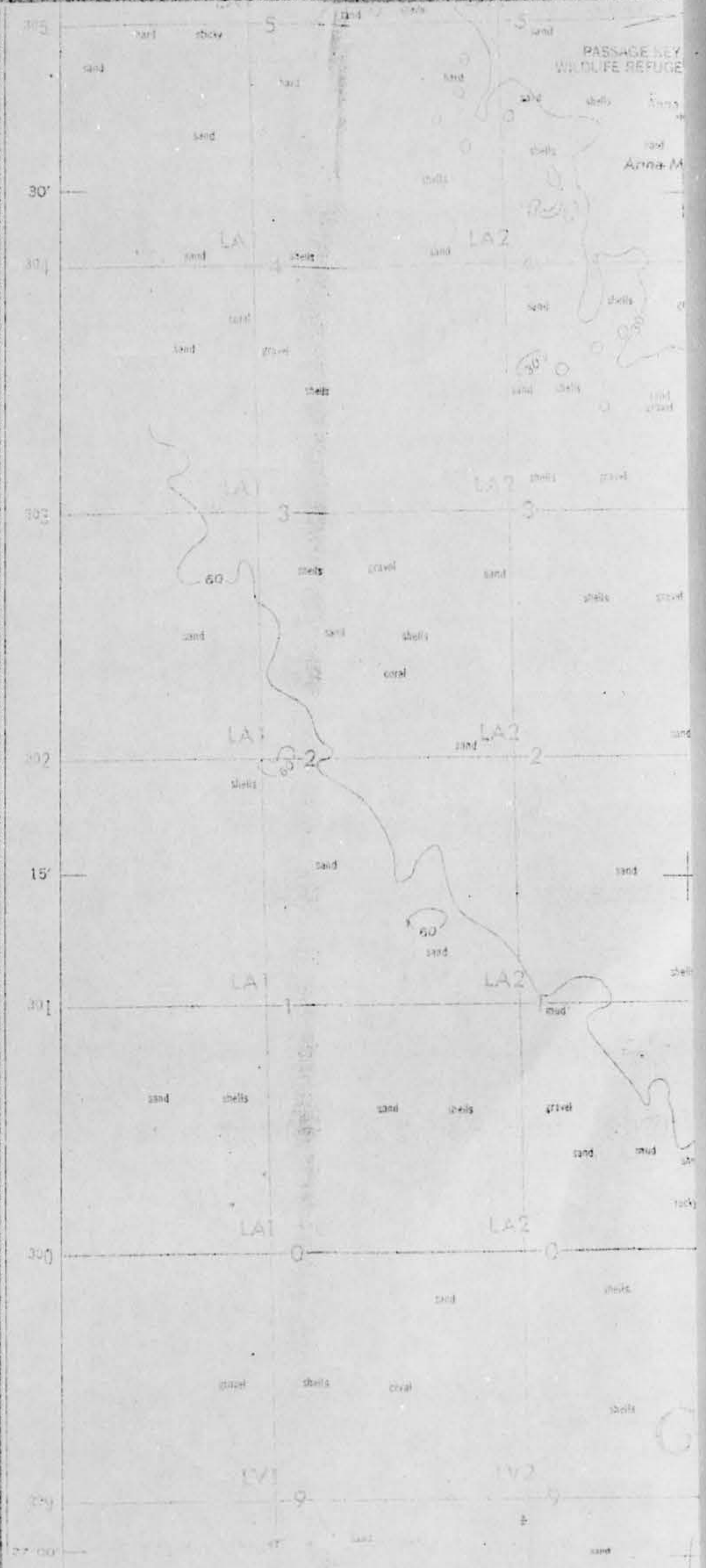
SK 10-62 PRINTED BY ARMY MAP SERVICE

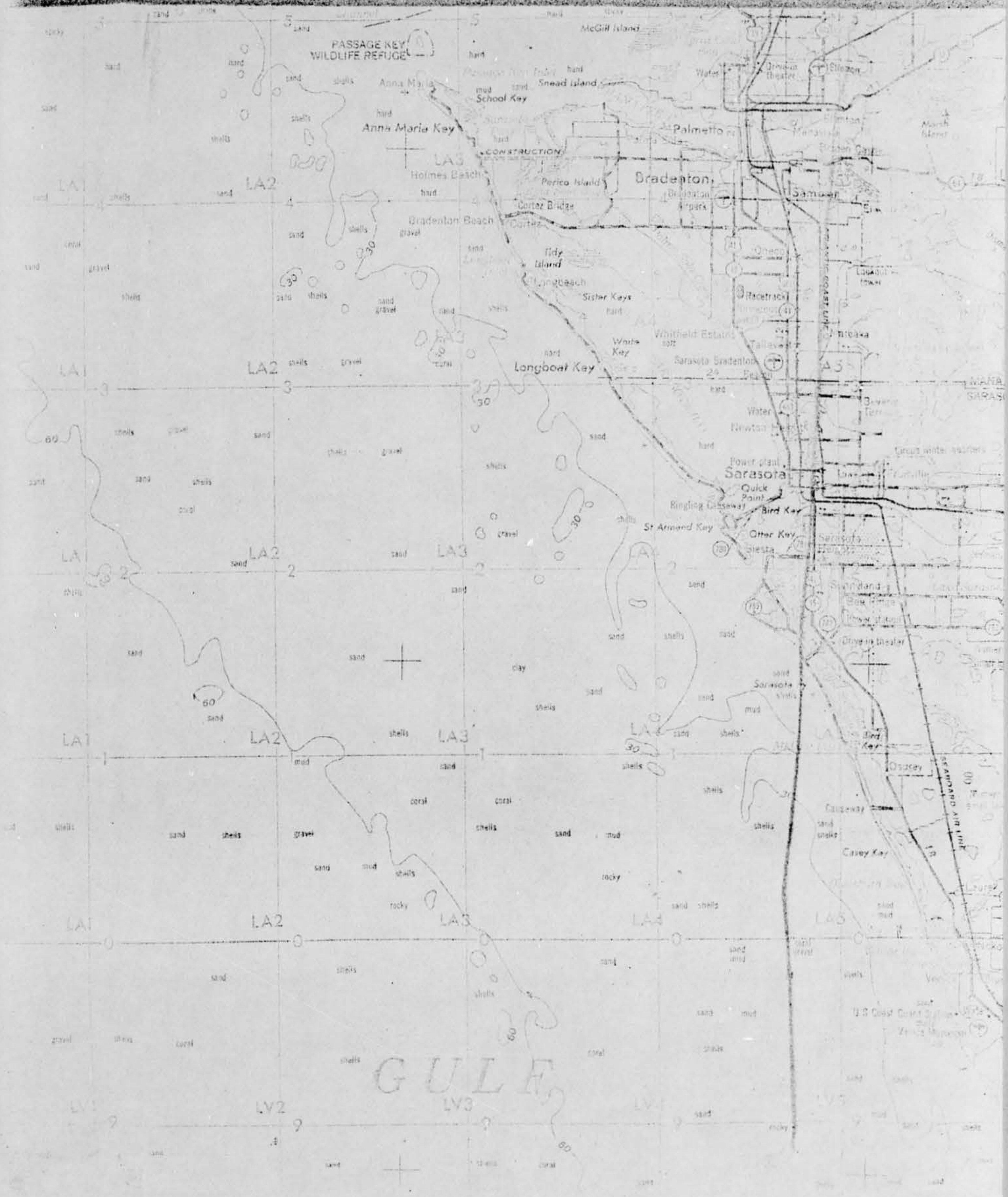


1:10,000 PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS
TAMPA, FLORIDA









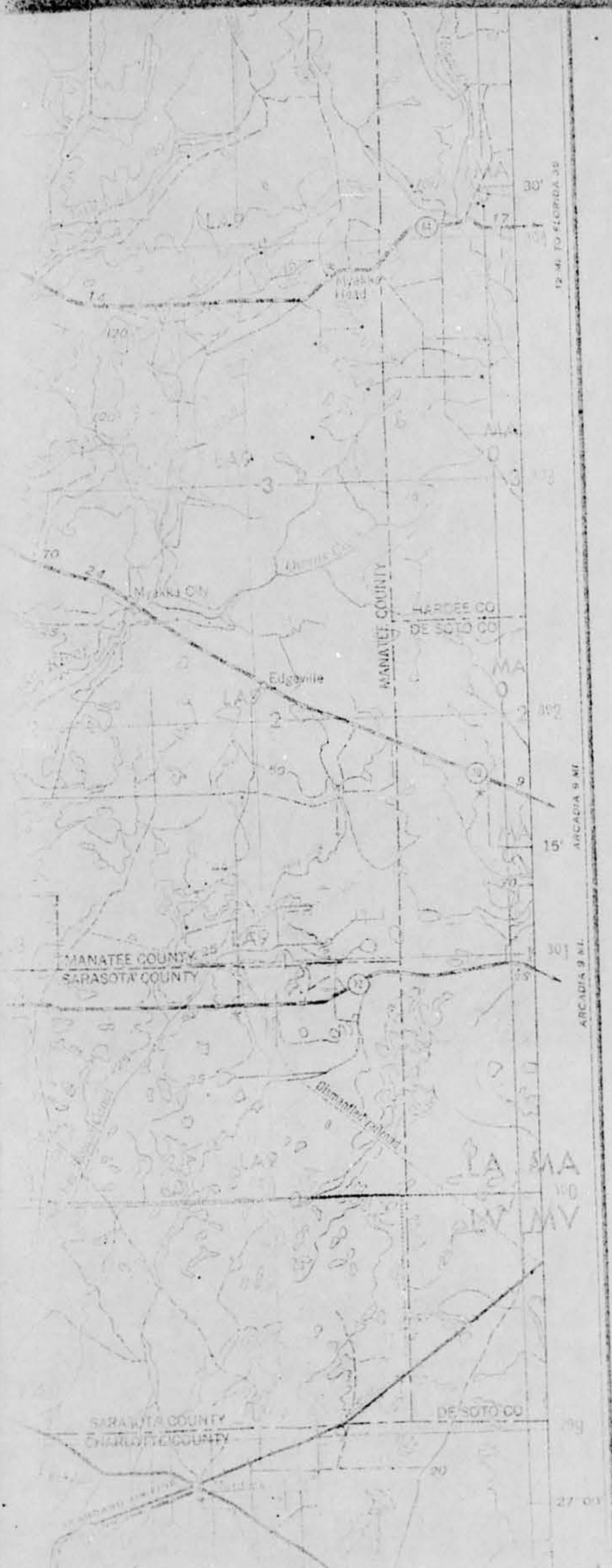


(2)

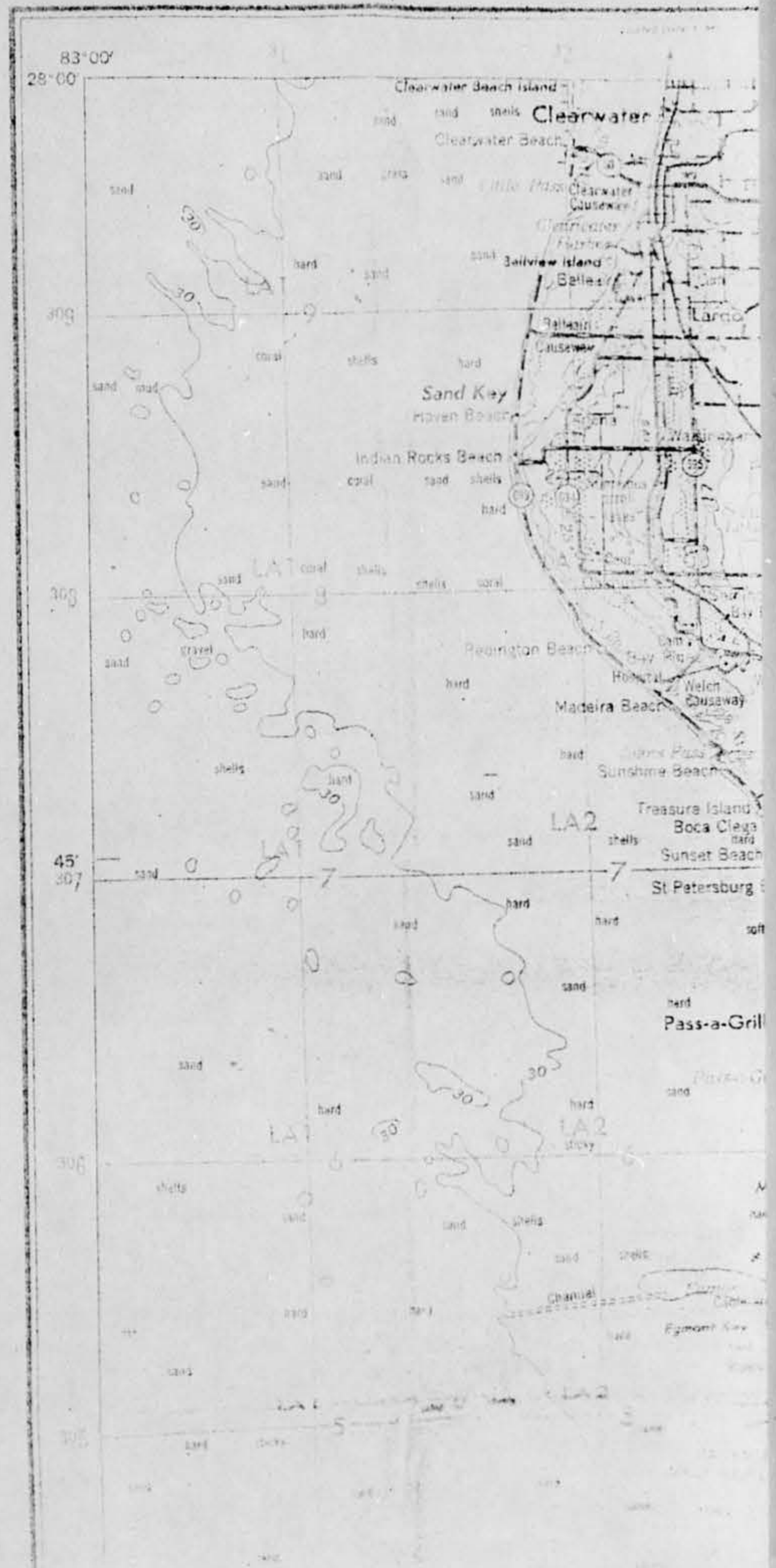
Attn. Lt. Gerald W. Palmer
Director of Intelligence
12th Tactical Fighter Wing
McDill Air Force Base
Tampa, Fla.

On July 4th about 8:05 P.M.
I took off from Clearwater Air Park
in my Cessna 170-A, with 5 small
plastic parachutes, with a 10 minute
railroad flare attached to each,
spikes removed. I took off to the
north-west and climbed to 500
feet then made a 90° turn to the
left then out of the flight pattern,
still climbing I headed to the
south-west over Clearwater to
about Clearwater Beach then
turned north to about Dunedin or
Ozona then south again over
the Islands to Bellair Beach,
again turning north to about
five miles west of Clearwater Beach.

64



EASTERN UNITED STATES 1:250,000



UNITED STATES 1:250,000

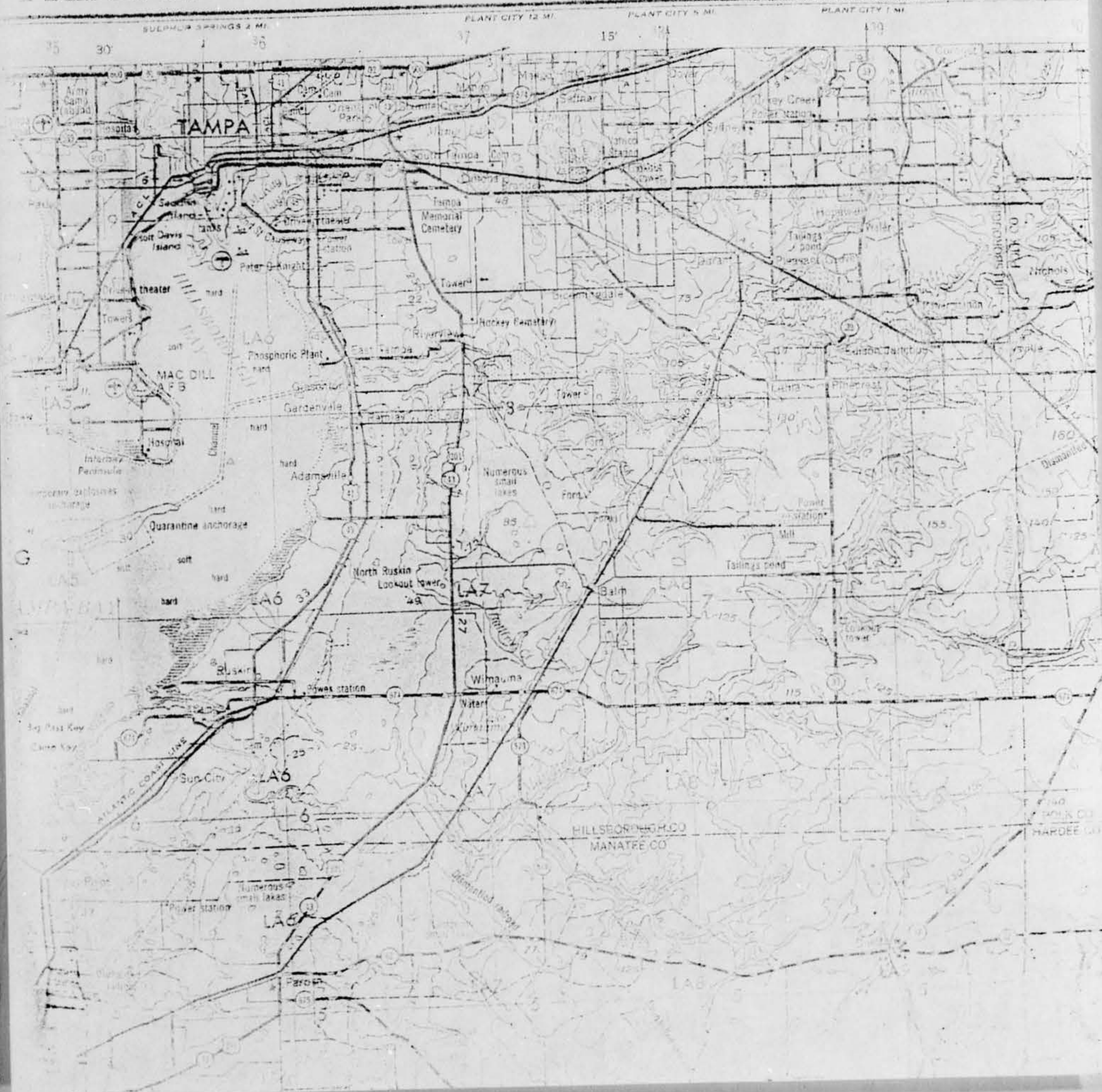
TAMPA



TAMPA

EDITION 1-AMS

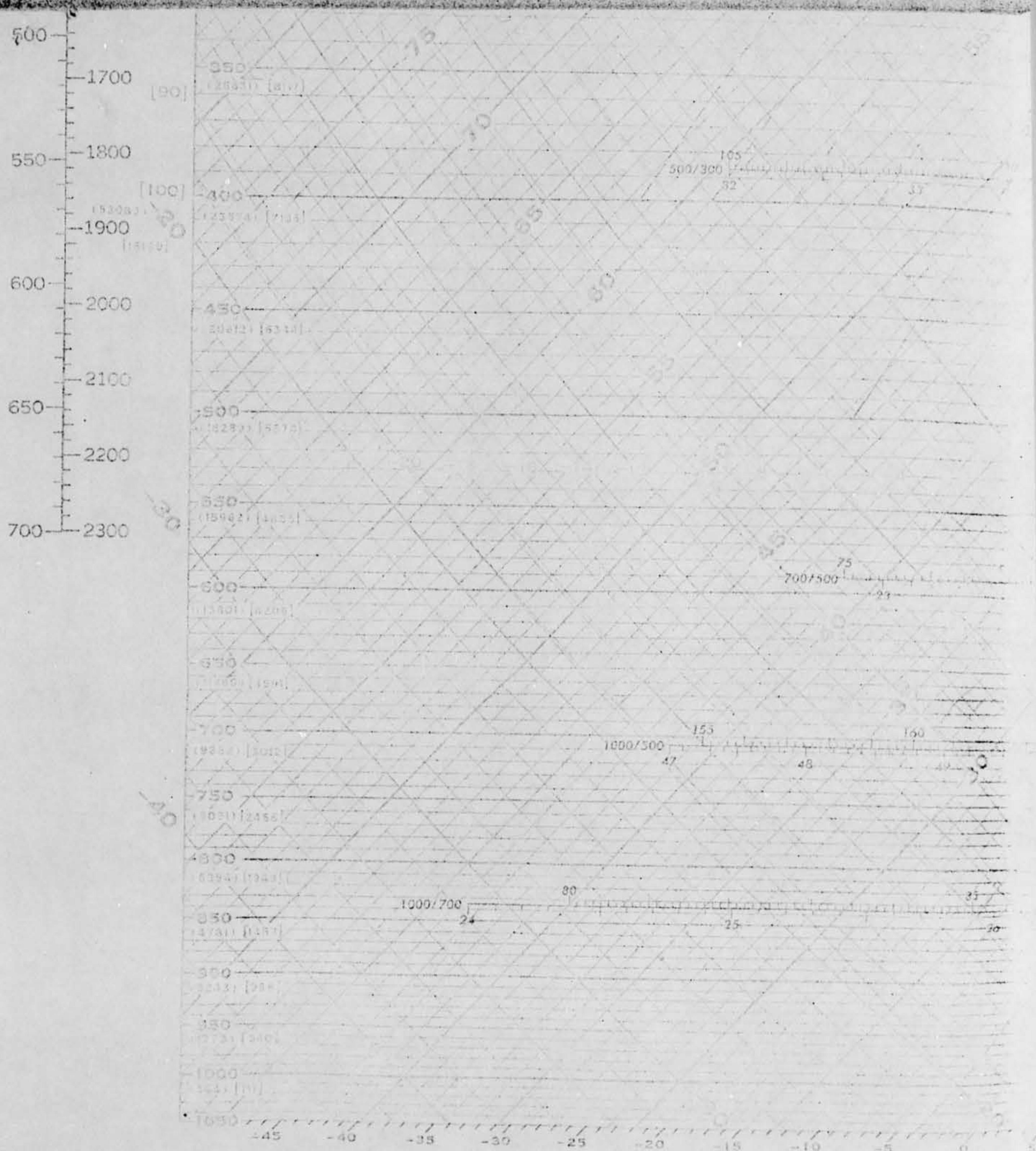
REFER TO THE
NG17
SERIES



SERIES V501
SHEET NG 17-1,4
EDITION 1-AMS

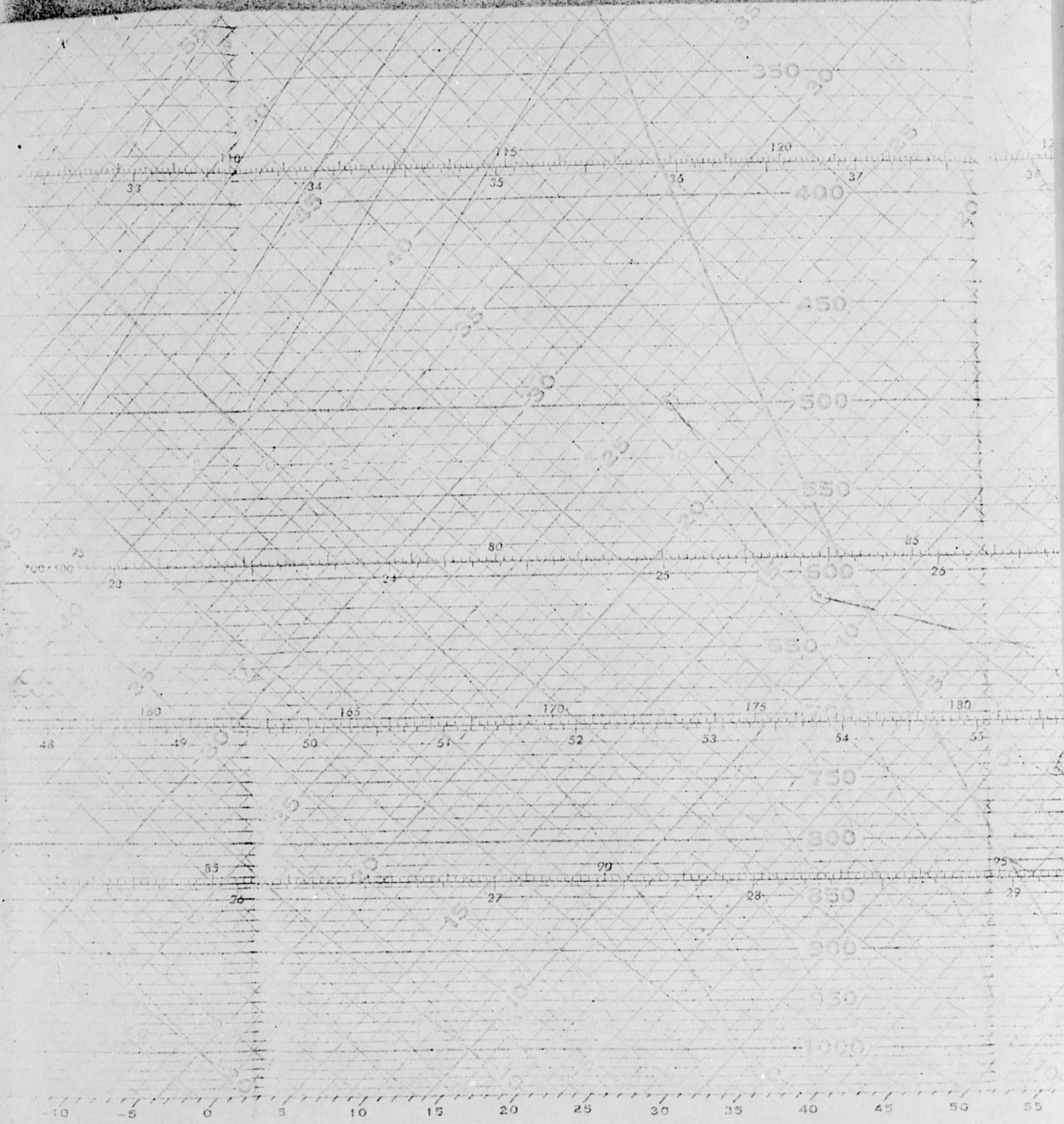
REFER TO THIS MAP AS:
NG17-1,4
SERIES V501





PUBLISHED BY THE AERONAUTICAL CHART AND INFORMATION CENTER
UNITED STATES AIR FORCE
ST LOUIS 18, MO

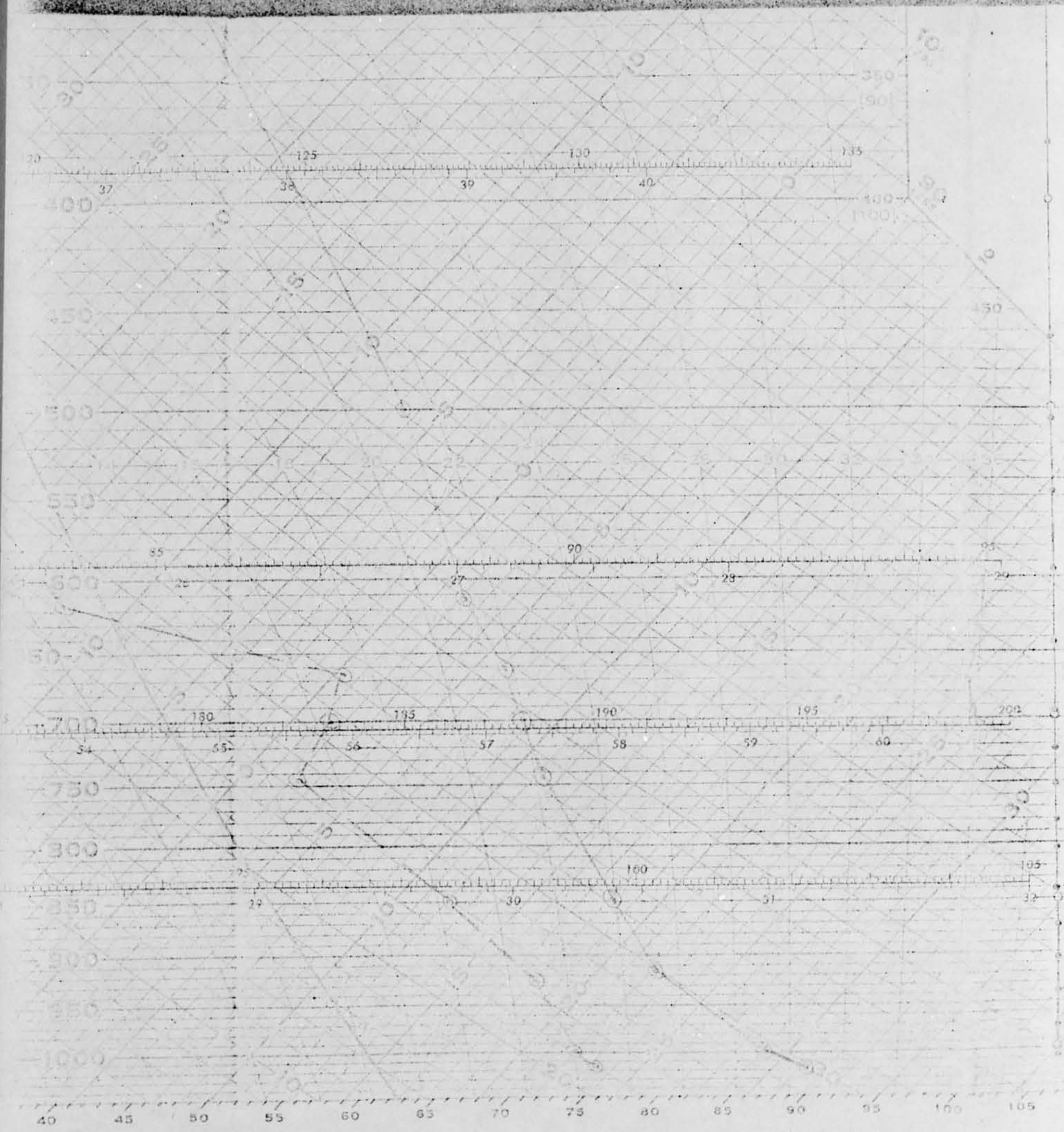
SEPTEMBER 1950 (AEC) REVISED JULY 1950 BASE 140



FAHRENHEIT TEMPERATURE SCALE



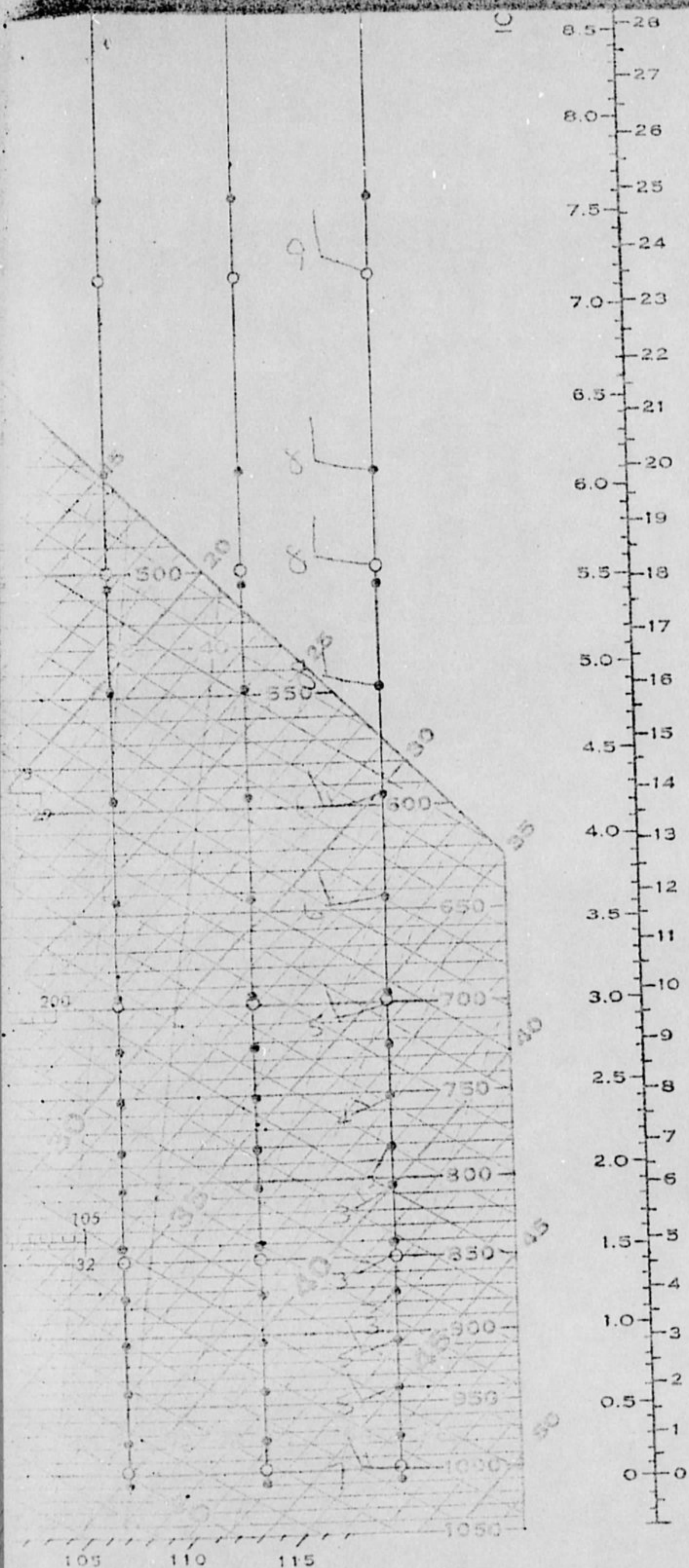
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TEMPERATURE SCALE

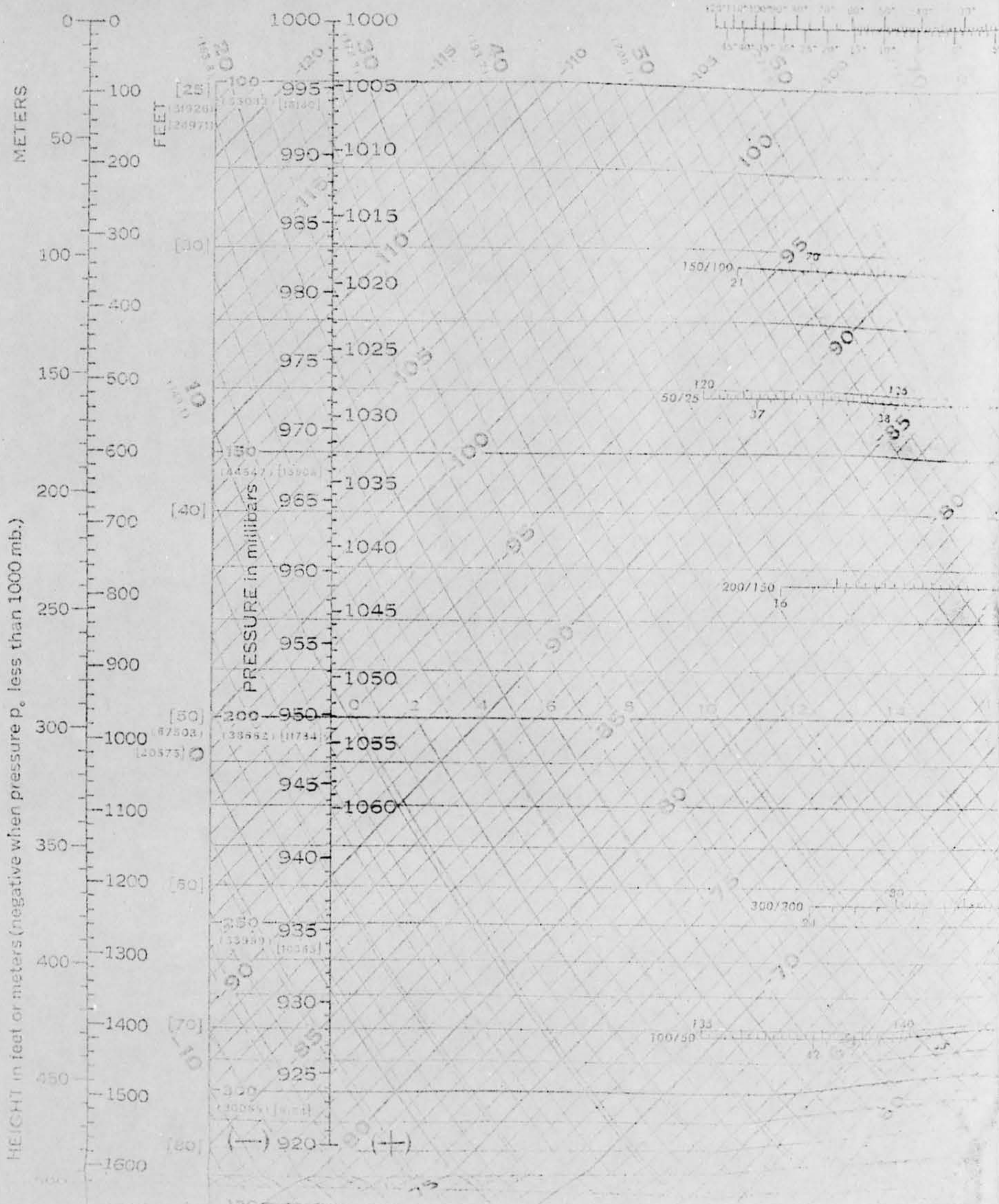


Necessary corrections and additions to this chart will be submitted directly to: HEADQUARTERS, AIR WEATHER SERVICE, ATTENTION: AWSOP/STDS, SCOTT AIR FORCE BASE, ILLINOIS.



C.C.L.	
L.F.C.	
SIGNIFICANT WIND	
MAX.	
MIN.	
LEVELS OF SHEAR	
STABILITY	
INDEX	INDEX
TO	TO
TO	TO
TO	TO
CLOUDS	
TYPE	
AMOUNT	
BASES	
TOPS	
ICING	
TYPE	
SEVERITY	
BOUNDARIES	
CONTRAILS	
PERSISTENCE	
HEIGHT	
TURBULENCE	
DEGREE	
HEIGHT(S)	
MAX WIND GUSTS	
HAIL SIZE	
TEMPERATURES	
MAX.	
MIN.	
CUMULUS CLOUD FORMATION AT TEMP. _____ TIME _____	
DISSIPATION OF LOW LEVEL INVERSION AT _____ TIME _____	
REMARKS	
FORECASTER	FORECASTER

NUMBER	STATION
1900 E.	Tampa
0000Z	04 July 64
TIME (GCT)	05 July 64
	DATE (GCT)



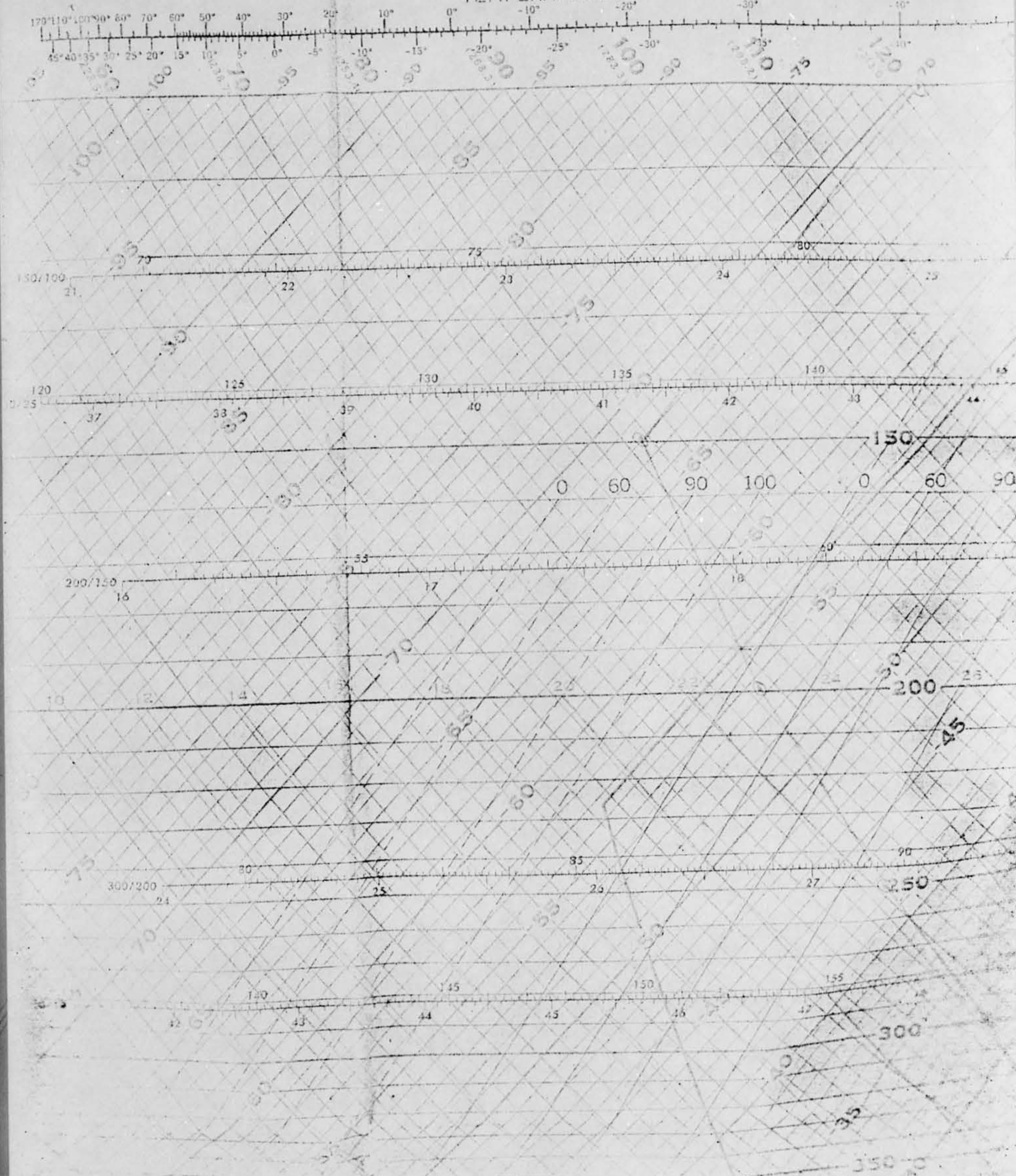
at which time I released the 5 flares about 10-15 seconds apart at the altitude of 10,000 feet after which I circled the flares until they went out at about 7,500 feet. One flare dropped after it had fell about 10,000 feet. After the flares went out I returned to Clearwater Air Park and landed.

There were no planes visible at the time of the flight and ^{only} one boat light or Beacon visible about 20 miles west. It was a very clear night.

The reason for the flares was to add to the 4th of July Festivities with something different but had not intended to stir up such a commotion in the newspapers and did not think the Air Force would be so concerned.

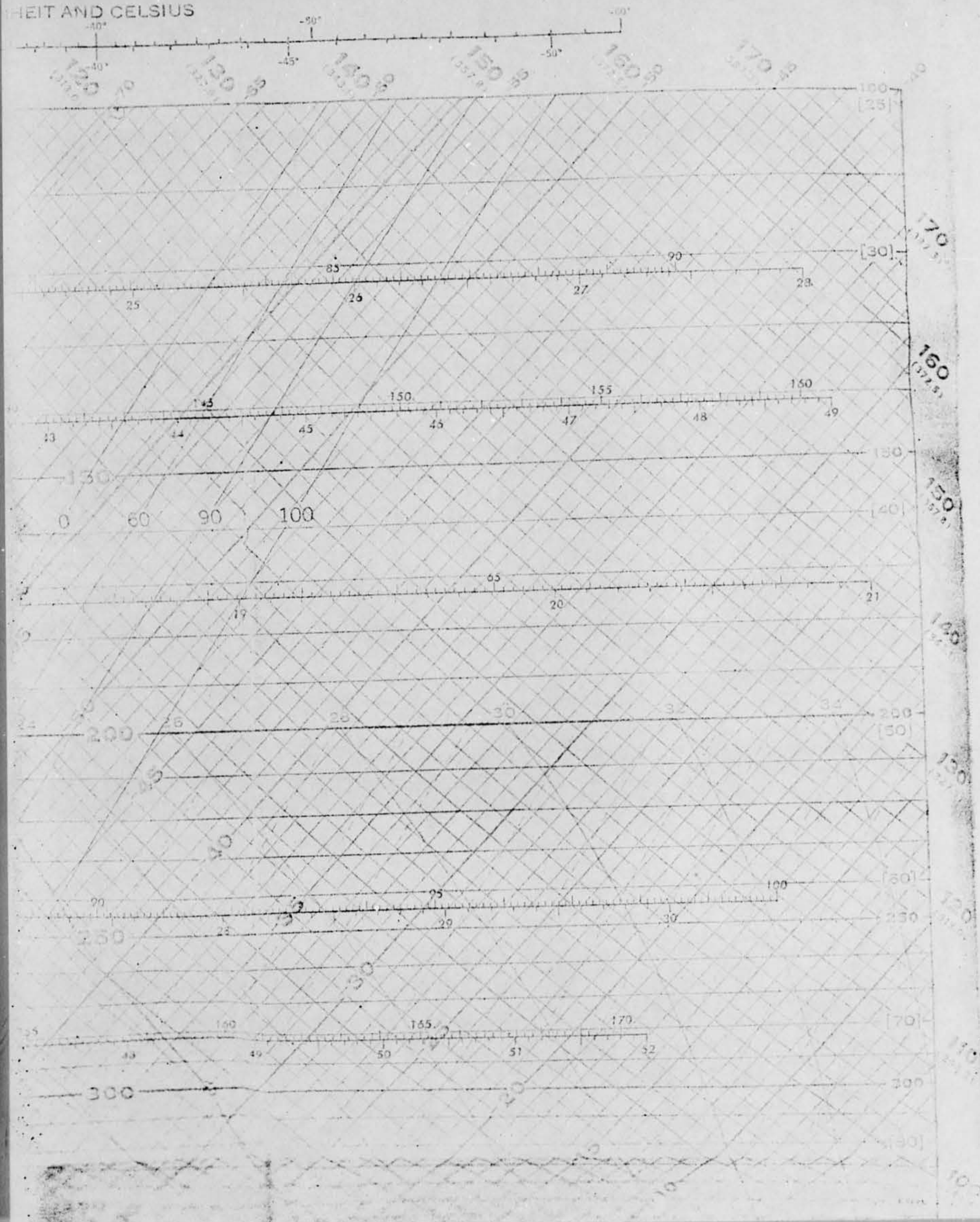
USAF SKEW T, LOG P DIAG

TEMPERATURE IN DEGREES FAHRENHEIT AND CELSIUS



P DIAGRAM

HEIGHT AND CELSIUS



EXPLANATION

ISOBARS are straight, horizontal brown lines. The heights of the pressure surfaces in the ICAO Standard atmosphere, below the pressure values on the left, are in parentheses () for values in feet and brackets [] for meter values.

ISOTHERMS (°C) are the straight, equidistant brown lines running diagonally upward from left to right.

DRY ADIABATS are the slightly curved brown lines that intersect the 1000 mb. isobar at intervals of 2°C, and run diagonally upward from right to left. The Dry Adiabats for the overlap portion of the pressure range are labeled with two values. (See below.)

SATURATION ADIABATS are the curved green lines that intersect the 1000 mb. isobar at intervals of 2°C, diverging upward and tending to become parallel to the dry adiabats.

SATURATION MIXING RATIO (in gm. per kg.) is represented by dashed green lines. The values appear between the 1000 and 950 mb. lines.

THICKNESS (in hundreds of geopotential feet and meters) of the layers 1000-700, 1000-500, 700-500, 500-300, 300-200, 200-150, 150-100, 100-50, and 50-25 mb. is represented by numbers and a graduation along the middle of each layer. The thicknesses are obtained from the virtual temperature curve by the equal-area method, using any straight line as a dividing line.

HEIGHT in geopotential feet or meters above mean sea level, or station level, of the 1000 mb. surface is obtained from the nomogram in the upper left-hand corner by drawing a straight line from the temperature scale (°F) or (°C) through the point p_s (mean sea level or station pressure) on the pressure scale, and reading height on the appropriate height scale.

ICAO STANDARD ATMOSPHERE SOUNDING is indicated by a thick brown line.

The saturated adiabats and isopleths of saturation mixing ratio are computed by use of vapor pressure over a plane water surface at all temperatures.

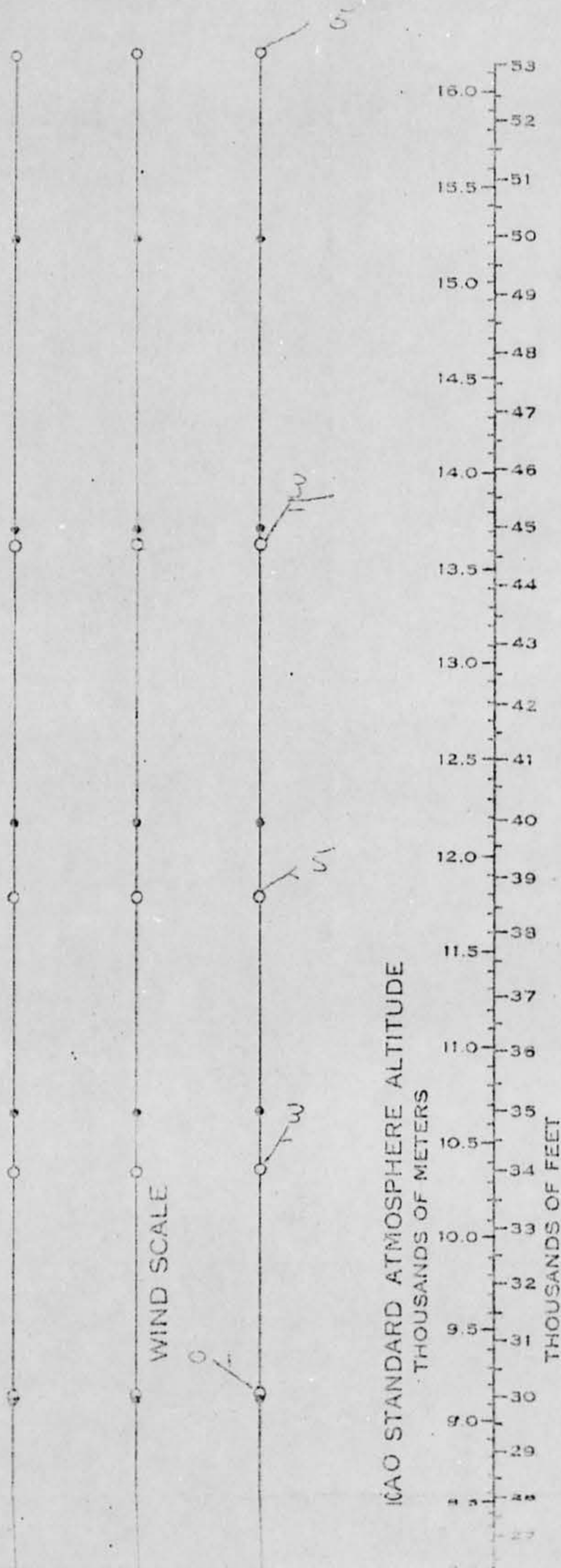
Extension of chart to 25 mb. has been accomplished by overlap with pressure indicated in brackets [100] at 400 mb. and [25] at 100 mb. Dry adiabats for the overlap are labeled in parentheses ().

APPROXIMATE VIRTUAL TEMPERATURE may be obtained from the formula $T_v \approx T + \frac{w}{6}$ where T_v is virtual temperature in °C, T is free air temperature in °C, and w is mixing ratio in grams/kilogram. For purposes of thickness computation, use the mean temperature of the layer for T and use the mean mixing ratio of the layer for w .

Black dots along wind scale line indicates the levels for which wind data are reported and plotted. The open circles \bigcirc indicate the mandatory pressure levels at which wind data are also entered.

All heights used in this diagram are in geopotential feet and meters.

CONTRAIL FORMATION CURVES are represented by slightly curved solid black lines between the 500 and 100 mb. lines and dashed black lines between the 100 and 40 mb. lines. Curve values appear between the 160 and 150 mb. lines.



SKEW T. LOG P ANALYSIS

TIME		TIME	
AIRMASS ANALYSIS			
TYPE	BOUNDARY	FT.	FT.
TYPE	BOUNDARY	FT.	FT.
FREEZING LEVEL(S)			
INVERSIONS			
FRONTAL			
RADIATION			
SUBSIDENCE			
TROPopause			
L.C.L.			
M.O.C.			
L.P.C.			
SURFACE WIND			
TIME			
TIME			

WEATHER INFORMATION 4 JULY 1964 -- SUMMARY 19-22E

To Whom it May Concern:

1. General Weather: Scattered clouds 2500 to 3000' with scattered cirrus (Partly Cloudy) Few CB distant NE of bay area.
2. Winds Aloft: See data sheet attached.
3. No ceilings in area during period. Vsby unrestricted. Thunderstorms distant NE of bay area.
4. Average temperature deviation surface to 40,000' = $+14^{\circ}\text{C}$ (lapse rate near standard).
5. No unusual weather.
6. See attached Tampa radiosonde plot.

Martin M. Sinteff Jr.
MARTIN M. SINTEFF Jr.
Captain, USAF
Chief Forecaster

9 July 1964

data sheet

SURFACE OBSERVATIONS FOR 4 JULY 1964

MACDILL AFB

19E 2500 SCTD HIGH SCTD VSBY 15+ TEMP 85 DEW PT 73 WIND 270/05KTS
CB DISTANT NE
20E 2500 SCTD HIGH SCTD VSBY 15+ TEMP 80 DEW PT 70 WIND 260/04KTS
TOWERING CU NE THRU SE
21E 2500 SCTD HIGH SCTD VSBY 15+ TEMP 77 DEW PT 71 WIND 270/03KTS
OCNL LIGHTNING DISTANT NE
22E 2500 SCTD HIGH SCTD VSBY 15+ TEMP 77 DEW PT 72 WIND CALM
OCNL LIGHTNING DISTANT NE

TALPA

19E HIGH SCTD VSBY 15 TEMP 86 DEW PT 73 WIND 270/12KTS CB ALL QUADS
20E HIGH SCTD VSBY 15 TEMP 84 DEW PT 74 WIND 270/10KTS
TOWERING CU SOUTH AND NORTH-WEST
21E 3000 SCTD HIGH SCTD VSBY 15 TEMP 83 DEW PT 73 WIND 270/08 KTS
OCNL LIGHTNING AND CB NE
22E CLEAR VSBY 15 TEMP 82 DEW PT 73 WIND 260/09 KTS
LIGHTNING AND CB DISTANT ENE

ST. PETERSBURGH

19E 3000 SCTD HIGH SCTD VSBY 15 TEMP 88 DEW PT 72 WIND 280/10 KTS
20E 3000 SCTD HIGH SCTD VSBY 15 TEMP 86 DEW PT 74 WIND 250/05 KTS
21E 3000 SCTD VSBY 15 TEMP 84 DEW PT 75 WIND 250/05 KTS
22E 2000 SCTD VSBY 15 TEMP 84 DEW PT 74 WIND CALM

WINDS ALOFT TAKEN FROM TALPA 19E RADIOSONDE RUN

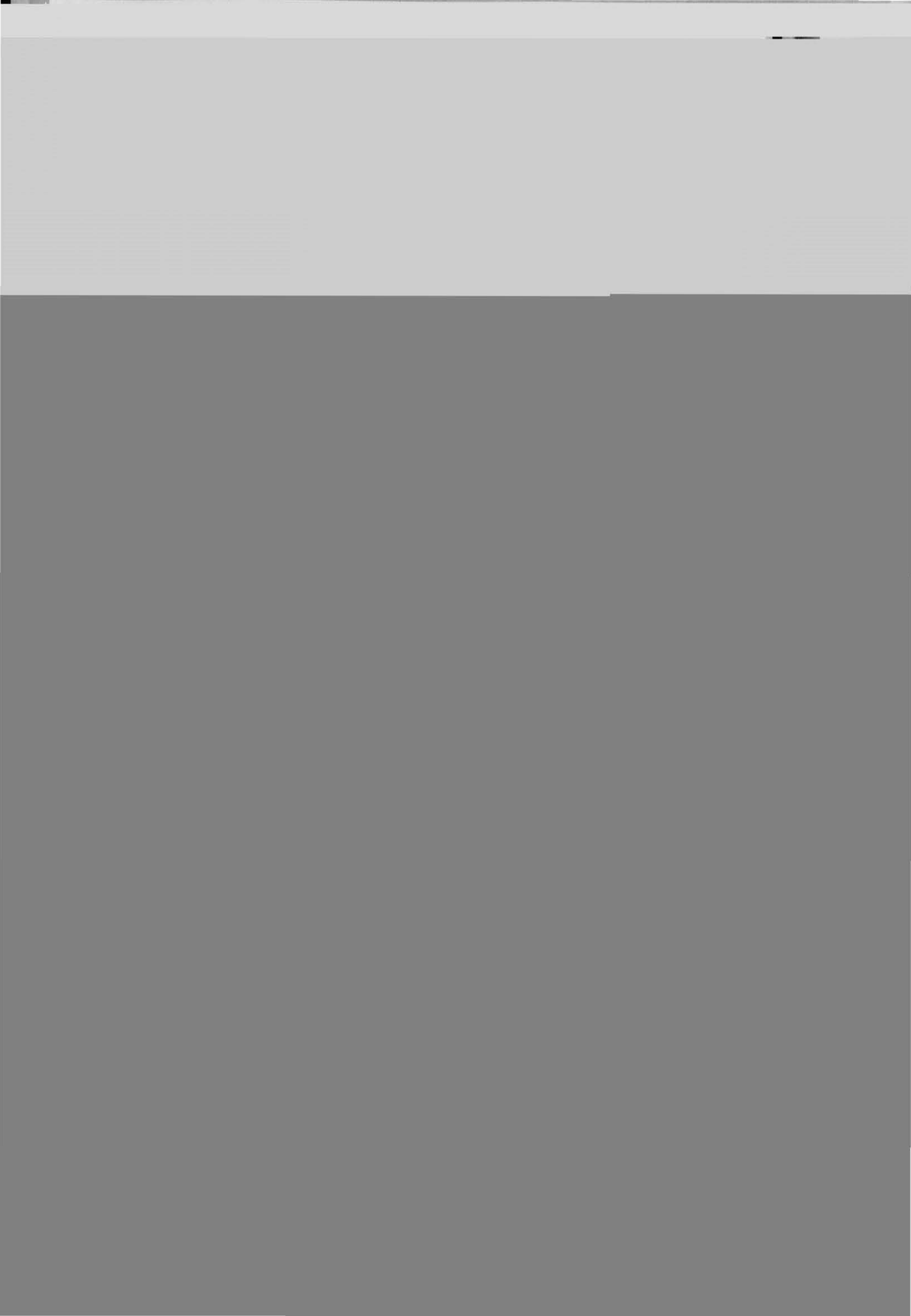
SFC	270/12 KTS
6000	230/05
10000	250/10
16000	280/10
20000	280/10
30000	300/05
50000	040/05

STATISTICAL CASE STUDY
CLEARWATER, FLORIDA SIGHTING
4 JULY 1964

Robert Gillesby
Physical Science Aid

CONTENTS

	Page
Introduction	1
I Pilot's Statement (Abridged)	2
II Meteorological Data	4
III Statistical Data	5
General Statistics	
Statistical Summary	
Accuracy Statistics	
IV Position of the Flares by Triangulation	13
V Conclusions	16
Appendix A (Calculations)	
Appendix B (Newspaper Clippings)	
Appendix C (Report accuracy rating)	
Appendix D (Case fragments)	



I am truly sorry if I have
caused any inconvenience to
anyone.

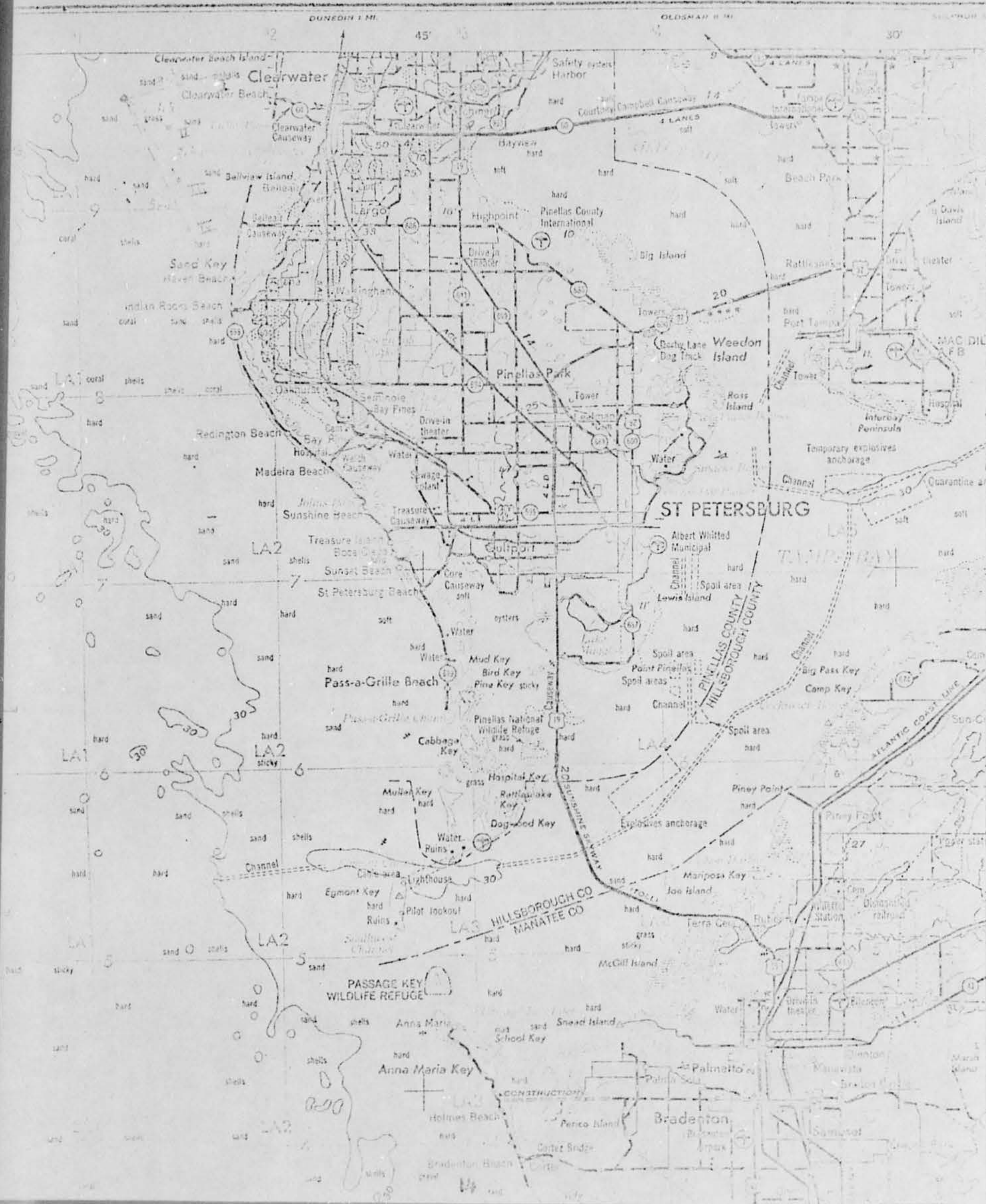
The time of the climb was
about 25 minutes. The time of
the drop was approximately
8:30 P.M. ✓

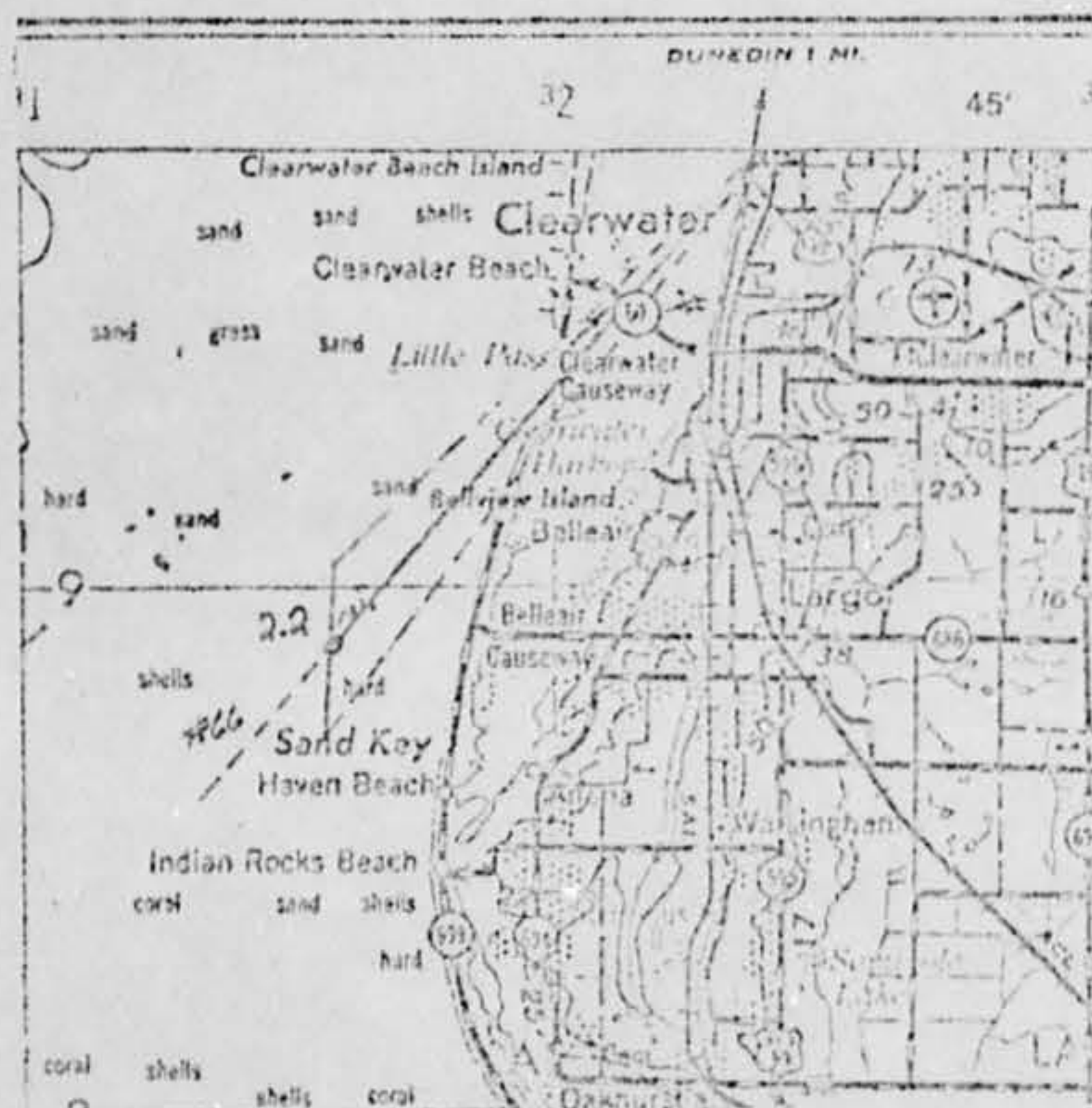
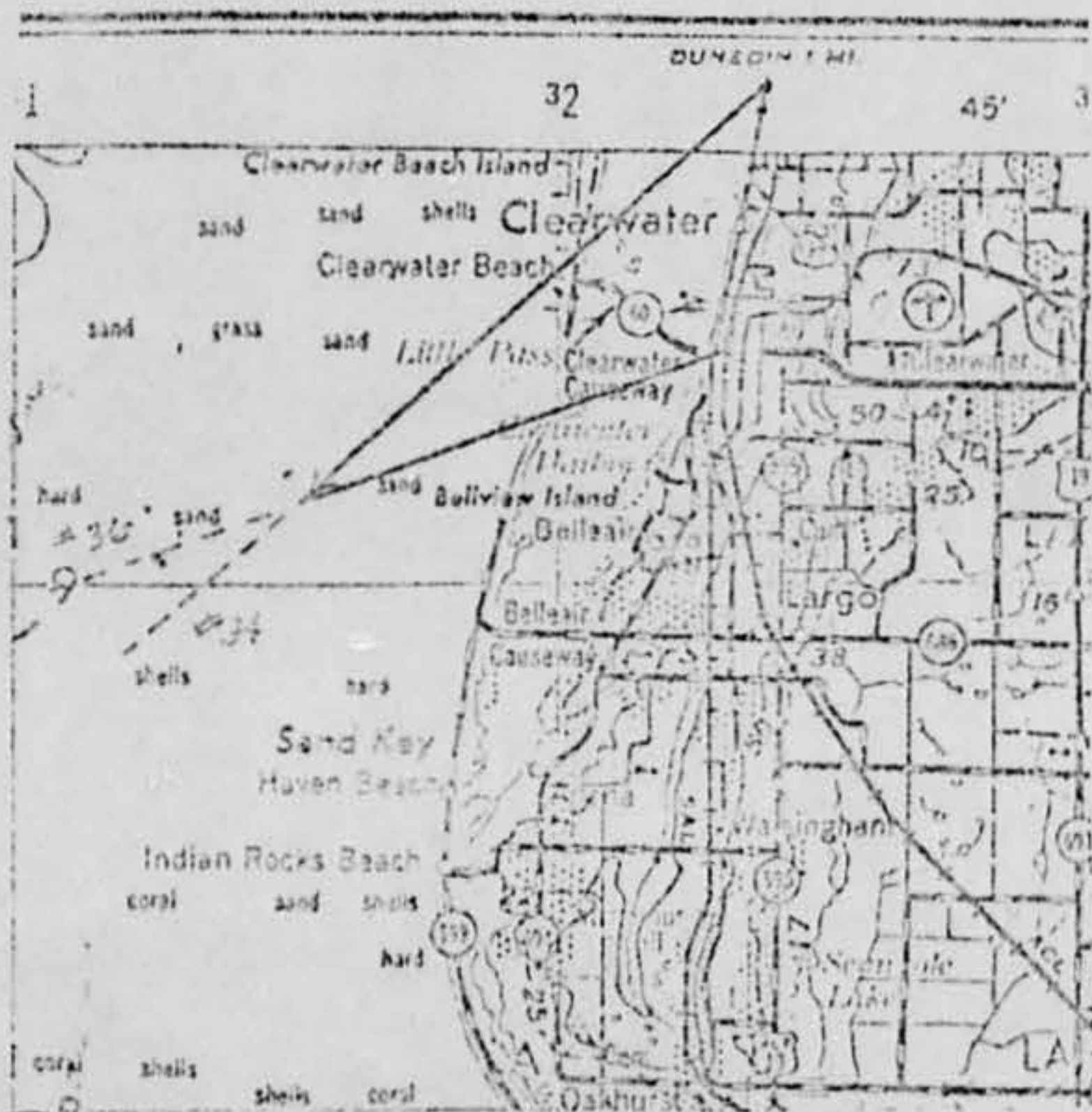
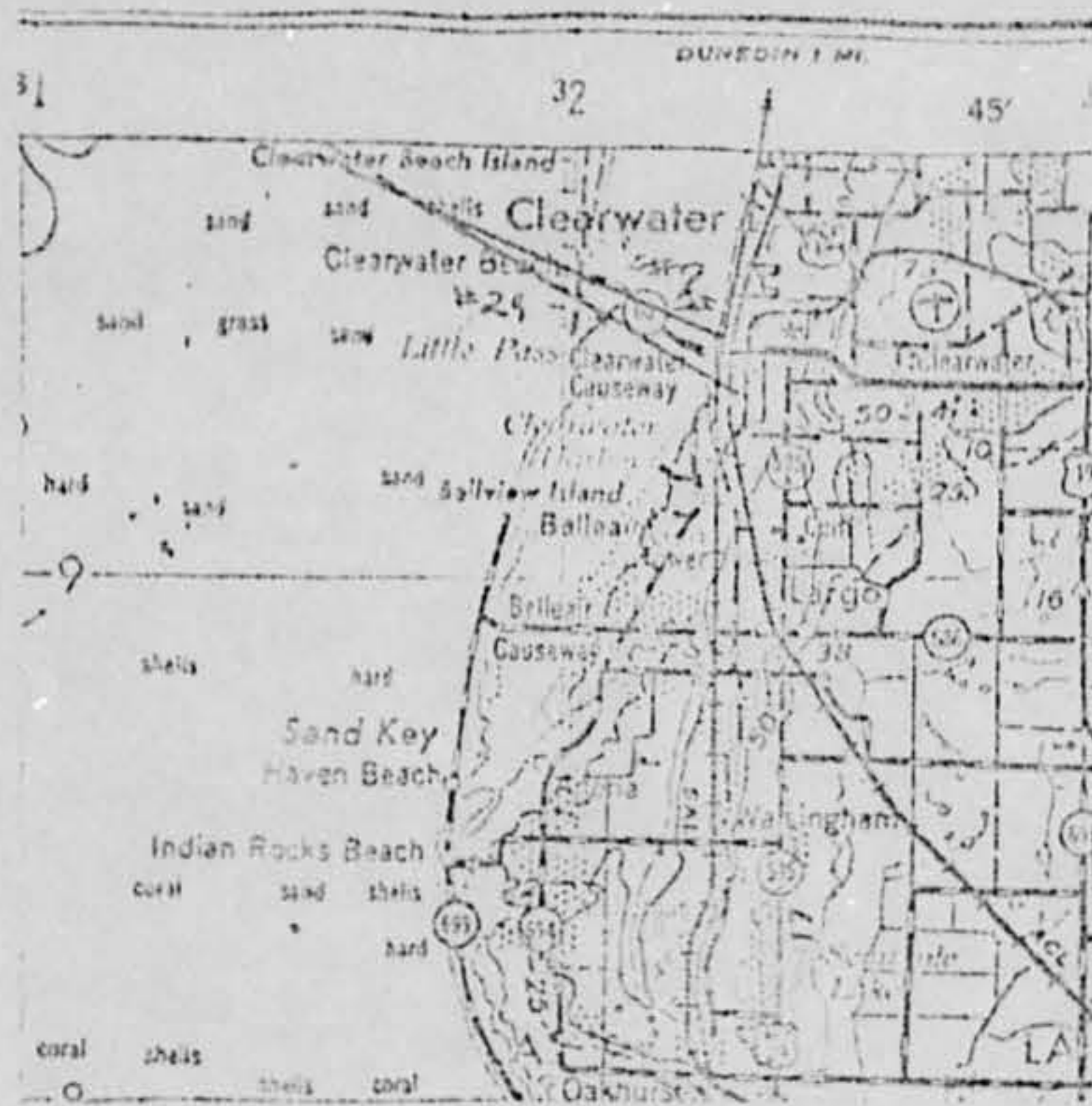


On 8 Jul 64 TSgt Moody received a telephone call from SAFOI regarding sightings from McDill AFB, Florida of objects observed on 4 Jul 64 during a fireworks display. Sgt Moody contacted Capt Henry, Base PIO at McDill AFB. Reports were coming in to the base regarding these objects in letter form generated by various articles in the local newspapers. Objects were lights in the sky over a period of 15 - 20 minutes. They were also observed by Capt Henry. Lt Palmer will investigate and return call upon completion of preliminary investigation. Advised to check on balloon and a/c activity in particular.

On Friday, 10 Jul 64 received a call from Lt Palmer stating that the pilot of a light a/c had come forward with the information that he had dropped Railroad flares, attached to smaller parachutes from his a/c. This information appeared in the local newspaper. Lt Palmer will obtain a written statement from the pilot. Any further action regarding his activity will be handled by the FAA. All reports turned into the base PIO with and letters from local citizens together with various newspaper articles will be forwarded to FTD.

On 22 Jul 64 TSgt Moody placed a call to Lt Palmer. Information was sent to us a few days ago, we were informed.





CONCLUSIONS

Where the majority of Clearwater reports were factual accounts, the opposite is often true of unsolicited reports. Many witnesses are more interested in interpretation than observation. The Clearwater witnesses stated on several occasions that they would not have remembered their interest in the lights if they had not seen the article in the Clearwater Sun. They felt it was their duty to comply with the Air Force's request for information. It can be assumed on the basis of this fact that the Clearwater observers were on the whole in the class of reliable witnesses. Since it is only this type of witness who report valid information, case studies of this nature are valuable in ascertaining how the appearance of the phenomena agrees with the known appearance. The pilot's statement provided the necessary control.

The formation of the lights was the most accurately reported uninfluenced fact with 71% specifying a straight line. There was a high accuracy in reporting the color of the red lights, but this was influenced by the newspaper article. It is highly significant that only three persons saw all three of the colors that were present and only twelve observers saw both red and white lights. Of those specifying time, 53% were accurate. No other fact was better than 60% accurate. Number and duration of the lights were both reported in the ratio of one accurate out of every three reports. (The number of lights was adversely influenced by the newspaper article.)

Measurements of distance, azimuth, and altitude were over 90% inaccurate. Directional information provided fixes which were plotted in relation to the position of the flares given in the pilot's statement. Only one plot fell within the 1.8 mile circle representing the maximum distance the flares could travel. For the flares to have arrived at Plot I, they would have had to move 5.2 times faster than the wind could have blown them. To get to Plots I and III, they would have had to have traveled 3.3 times faster than the wind could have blown them. Witnesses seven miles away from the lights in Clearwater thought they were directly over Clearwater Beach which was two miles away. No estimations of altitude contained less than 35% error. Only four persons considered the lights to have the appearance of flares.

The presence of the aircraft was the only circumstance that could allow identification of the sighting from the reports. One

of four witnesses definitely saw an airplane, two of the four could see enough to make out a moving light, and only one of four didn't see anything except the red lights.

The lights were reported by various witnesses to have: rested, appeared to have been controlled, have had a leader, looked like nothing the observers had ever seen, pulsated, moved up and down, fallen with great speed, and disintegrated. (Appendix d) The motion of the circling aircraft caused the most contradiction. As it flew around the lights in one direction, the red wing light was visible and going the other direction, its white light was visible. As it turned, the green light could be seen. From five miles away, these lights appeared to be one light changing color. The circling motion also gave rise to visual illusions as listed under that title in Appendix d. When the lights slowly descended, many observers felt they were moving off to the West.

In general, 12 % of the witnesses were considered very accurate (VA) and another 37% were rated accurate (page 13). Of the 80 witnesses, 20% of the males were VA while only 8% of the women were in that category. Both male and female observers were 35% accurate, women observers having 10% more fair (F) reports but about six times more inaccurate reports.

APPENDIX C

Accuracy

The accuracy of each report was determined as stated in the statistical evaluation of these results. Symbols used here are denoted as follows;

VA	Very Accurate	M = Male
A	Accurate	F = Female
F	Fair	
I	Inaccurate	

Report No.	Accuracy	Sex	Report No.	Accuracy	Sex	Report No.	Accuracy	Sex
1.	A	F	36.	F	F	71.	I	M
2.	F	F	37.	F	F	72.	A	F
3.	F	F	38.	F	F	73.	A	M&F
4.	NO INFO	M	39.	A	F	74.	A	M
5.	I	F	40.	A	M	75.	A	M
6.	I	F	41.	A	M	76.	VA	F
7.	A	F	42.	I	F	77.	F	M
8.	I	F	43.	F	F	78.	F	F
9.	A	M&F	44.	A	F	79.	A	F
10.	A	F	45.	F	F	80.	VA	F
11.	F	F	46.	VA	M			
12.	F	F	47.	F	M			
13.	I	F	48.	F	M			
14.	I	M	49.	VA	M			
15.	A	F	50.	I	M			
16.	F	M	51.	VA	M			
17.	A	F	52.	F	M			
18.	A	F	53.	A	F			
19.	I	F	54.	A	M			
20.	I	F	55.	F	F			
21.	F	M	56.	F	F			
22.	F	F	57.	A	F			
23.	A	F	58.	F	F			
24.	A	M&F	59.	VA	M			
25.	F	F	60.	F	M			
26.	F	F	61.	A	M			
27.	I	F	62.	F	F			
28.	A	M	63.	I	M			
29.	A	M	64.	A	M			
30.	A	F	65.	VA	M			
31.	I	F	66.	A	M			
32.	A	F	67.	VA	M			
33.	VA	F	68.	VA	F			
34.	A	F	69.	F	M			
35.	F	F	70.	A	F			

#31

I kept saying "watch that plane" - Mr. ~~_____~~ insisted they were balloons. We were watching fascinated, then the plane went to number one circle making a pass quite near it. I heard a loud noise - it disintegrated - then the plane circled to No 5 as marked on enclosed paper, back to No 2, then No 4 - then No 3 and last No 6. Each one disintegrating as the plane transformed its circling and went near the big red light.

This seemed so fantastic. The lady who was standing near me. exclaimed at the first sight of them. "Could it be the Martians are coming?"

27,
Cases number 31, 62, and 71 are the results of overactive imaginations.

but they didn't move. Just six red lights spaced out in a line. It seems to me that one of them went out after a little while and I have a vague recollection of seeing a similar row of green lights farther to the north but my husband doesn't remember seeing these.

#62

Yours truly,

OFFICIAL FILE COPY

PED (TDEW/UFO)
Wright-Patterson AFB, Ohio 45433
15 September 1964

Clearwater Sun
Clearwater, Florida

Gentlemen:

If available, please send copies of the Clearwater Sun,
5 - 11 July 1964. Enclosed is 50¢ to cover cost of
papers. If this amount is not sufficient, request we
be so advised. Also enclosed is a self addressed envelope
label for your convenience.

Sincerely,

DAVID H MOODY
TSgt, USAF
NCOIC, Aerial Phenomena Branch

#71

All of a sudden my mother drew my attention to the lights over the beach area. As we stared there it was hard to turn our eyes to the beams of light that were there. There was no sound or any other sound coming from them; they were completely silent. They were suspended in the air, and hovering in a line formation. These seemed to be a sort of leader, for the other lights moved up and down with reference to the others. As we looked no longer the others too seemed to disappear and then reappear once more. Their size was a little larger than the South Star, and they hovered for approximately three minutes. In an instant they disappeared, and we saw them no longer.

#27

as or Acade. Then one at a time,
they moved around the rest, then
again to become still. Then again

The following case fragments are accurate observations but tend to be confusing when they appear as they do.

#6

moving. I sighted a star and watched awhile and they weren't moving they stood still and stayed red when the one from the north side of the group circled in front and around and as "it" moved it turned blue and red like fire was coming out from behind, it circled in front and then behind the others and the one on the north again moved forward some turning blue too. The first one circled in front of each one and

#16

Then lights when they "disappeared" rather than a light going out quickly, seemed to fade away rapidly and while viewing one light through the glasses it seemed as if the light turned away to reveal a dark side, as a light beam, rather than a going out

#65

I thought I could distinguish in each object a set of three lights, it appeared there were two below and one above, forming a triangle. This same triangle of lights were apparent in each of the five objects. One of the objects began to flicker and appeared to be falling away to the ground but it is my belief that it was merely moving away to sea. Next, further out to sea, which gave the illusion that it was coming down. The lights in the other four objects began to blink and suddenly they disappeared as though they had been turned off. The darkness made it impossible to see anything more.

#64

Our son, the 4th party, watched them with his binoculars and his account is as follows: The red lights seemed lighter in the middle and grew redder toward the outside edge and flickered a bit. The circling one seemed red in the front and white light at the rear. All else was the same as viewed by the rest of the family.

The following case fragments are the result of visual illusions.

#25

Transmitter tower. They seemed to be evenly spaced. They weren't completely stationary but they didn't move much. They appeared to rise and then drop a little. They weren't

#12

→ a third red light turned
to a small white light
and began to go up
and down. A friend

#45

and a smaller white light appeared to circle the red light. After a
few minutes the second red light from the left moved off to the west
and disappeared. A few minutes later the two on the right end followed
the same pattern heading south west. The west followed in the same
direction later.

Respectfully,

#13

apart. Shortly, after a period of time, each
red light, seem to flicker and go off in the
distance, one at a time. There were

#50

WE WERE SITTING. THEY APPEARED TO STAND STILL BUT
AFTER A MINUTE OR TWO THE ONE TO THE SOUTH PEELLED
OFF TO THE SOUTH BUT THE OTHERS REMAINED STILL FOR
ABOUT 1/2 MIN. THEN THEY ALL WENT OFF TO THE SOUTH-WEST
AND THE FIRST ONE SEEMED TO TURN BACK AS THEY ALL
DISAPPEARED. TIME WAS PROBABLY ABOUT 8:30 P.M. I DID
NOT EVEN LOOK AT MY WATCH.

About 3 or 4 of the lights did this same thing, & then one light fell away towards

the gulf at a high rate of speed, until it could no longer be seen. At this time, all of the remaining began to move in different directions until they had disappeared from sight.

It looked as tho the light went straight down in the water. Last the next one on the left on the same way.
The 4 on the center faded in the distance. The white

28

[REDACTED]
Dunedin, Florida
July 9, 1964

Capt. R. H. Henry
Public Information Officer
MacDill Air Force Base
Tampa, Florida

Dear Capt. Henry:

This letter concerns the "red lights" which were visible in the sky west of Clearwater, Florida, on the night of July 4, 1964. The attached chart overlay is intended to show a "fix" obtained by three independent sightings on the lights.

The Northernmost line of position was obtained from sightings made by Mr. [REDACTED], owner-operator of [REDACTED] camp, Ozona. The sighting was made from the camp over the new Dunedin Causeway bridge.

The middle line of position was obtained from sightings made from the writer's sailboat anchored about 200 yards west and slightly north of the Dunedin Marina. Other observers in the boat included the writer's wife and three children and Mr. and Mrs. [REDACTED], Palm Harbor [REDACTED], and their two teen age boys. Mr. [REDACTED] is an engineer with the General Electric Company.

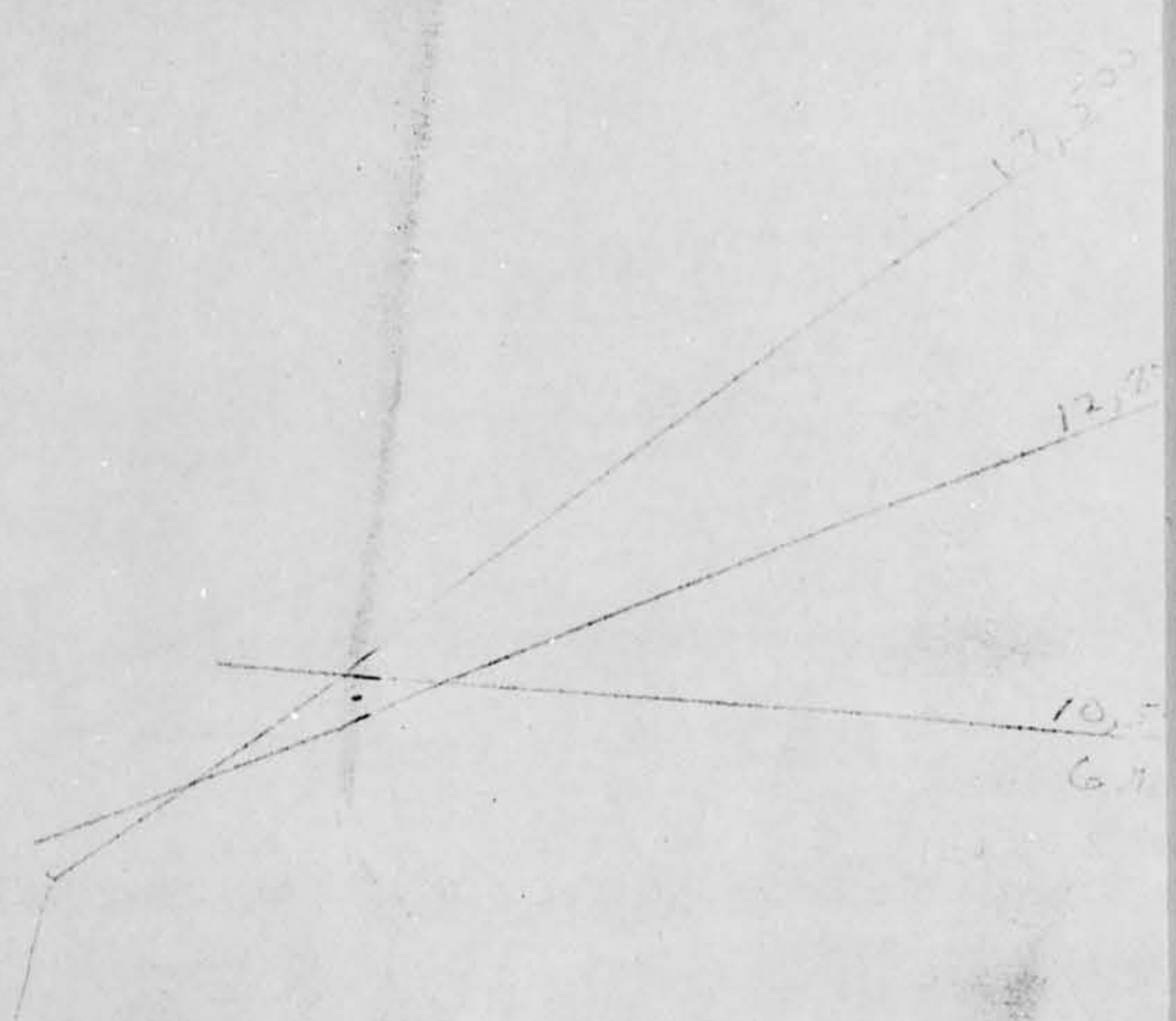
The Southernmost line of position was obtained from sightings made by Mr. and Mrs. [REDACTED] (Safety Harbor) from a lot near the Eastern end of the Clearwater Causeway. Mr. [REDACTED] is an engineer with the Sperry Microwave Electronics Co. and served one term as [REDACTED] of Safety Harbor.

The lines of position are plotted on an overlay of Coast and Geodetic Chart No. 858 (dtd 3-2-64).

Based on the writer's approximation of an altitude of 20 to 30 degrees and the "fix" on the chart the altitude would be 14,000 to 22,000 feet. All of the observers saw five stationary red lights in a straight line (approx. North-South) at about the same altitude. A sixth, less intense and possibly white, light was moving in the sky in the area of the fixed lights. The lights were observed for about 20 minutes during the second half hour after twilight (there were no time pieces in the boat). Toward the end one of the red lights was seen to fall very slowly.

In the writer's opinion the lights were similar in appearance to five radio or television antenna towers. No explanation to the observed events is offered.

Yours very truly,
[REDACTED]
[REDACTED]



17,500 YDS

12,800 YDS

10,500 YDS
6/1/63

OKG.S

50 YDS
LES

27°58'N

82°50'W

CHG. 854 SET ED MAR. 2 / 64

Ph. 10110000

SAFETY HAZARD

WDEW/Maj Quintanilla, Jr/ext 69216

UFO Sighting (Clearwater, Florida, 4 Jul 64)

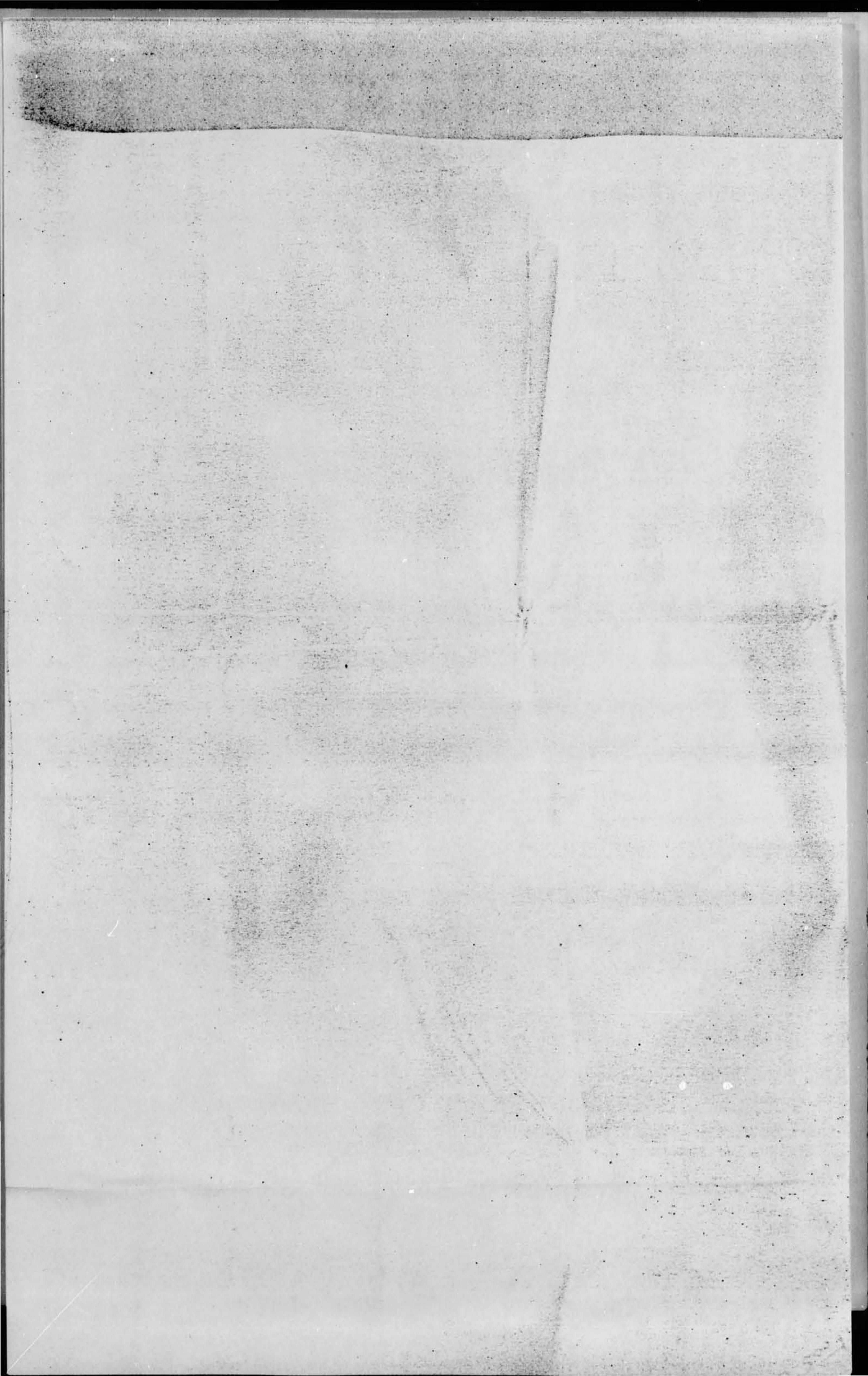
28 Aug 64

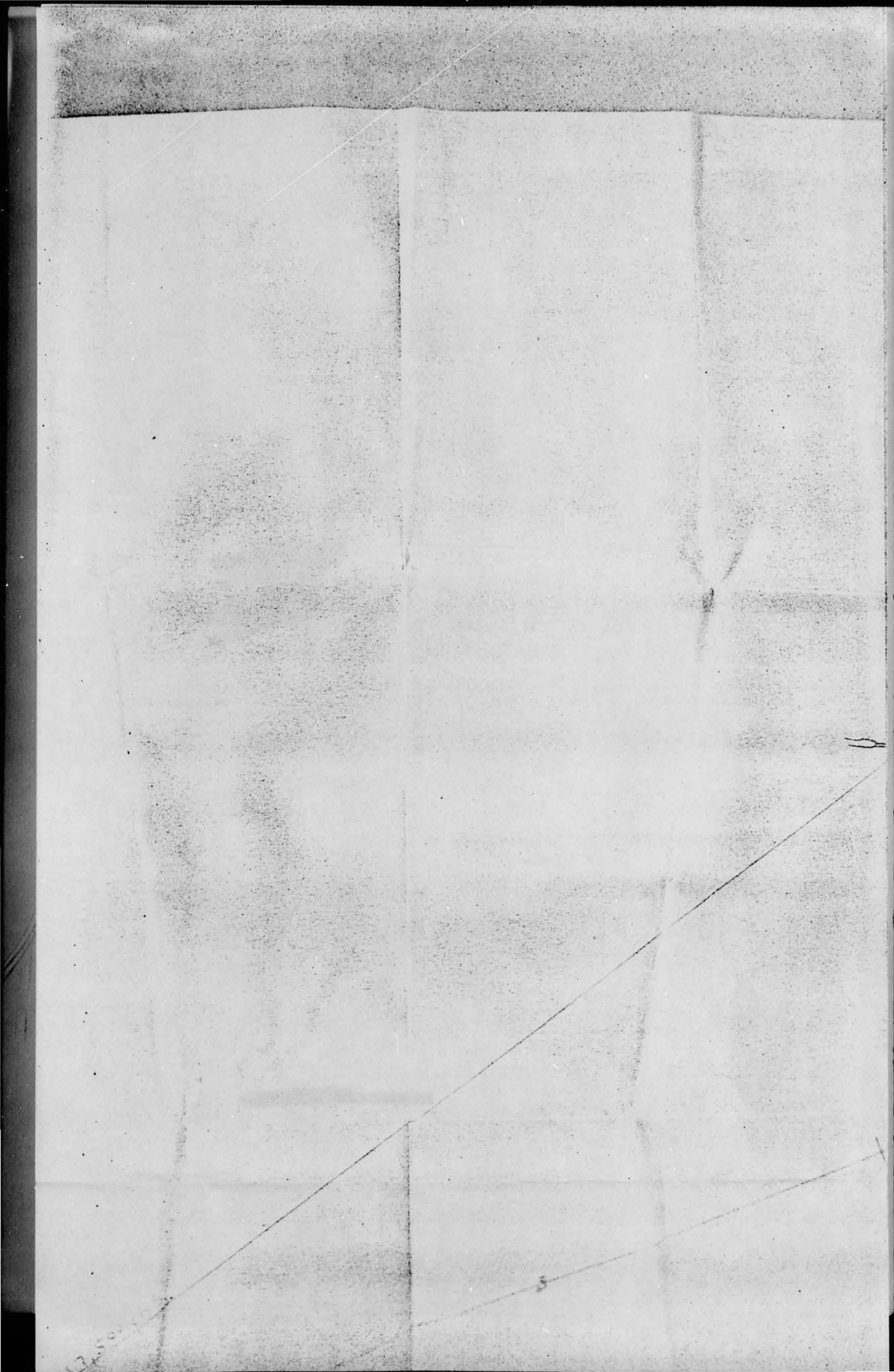
Intelligence Office
12th Fighter Wing
MacDill AFB, Florida
Attn: 1st Lt Gerald W Palmer, AO 3131825

1. Reference letter 836th Air Division (TAC), DOI, 20 Jul 64, pertaining to above subject.
2. This office is doing a detailed case study of this particular sighting. As the details of the incident are now well known, the many observers descriptions are valuable in that they may give some insight into the objectivity of UFO observations. Therefore, would your office obtain a map of the Clearwater area, including streets, smaller landmarks, and the bay area? Mark on this map the approximate position of the fireworks display and that of the flares.
3. Your cooperation in this case is appreciated.

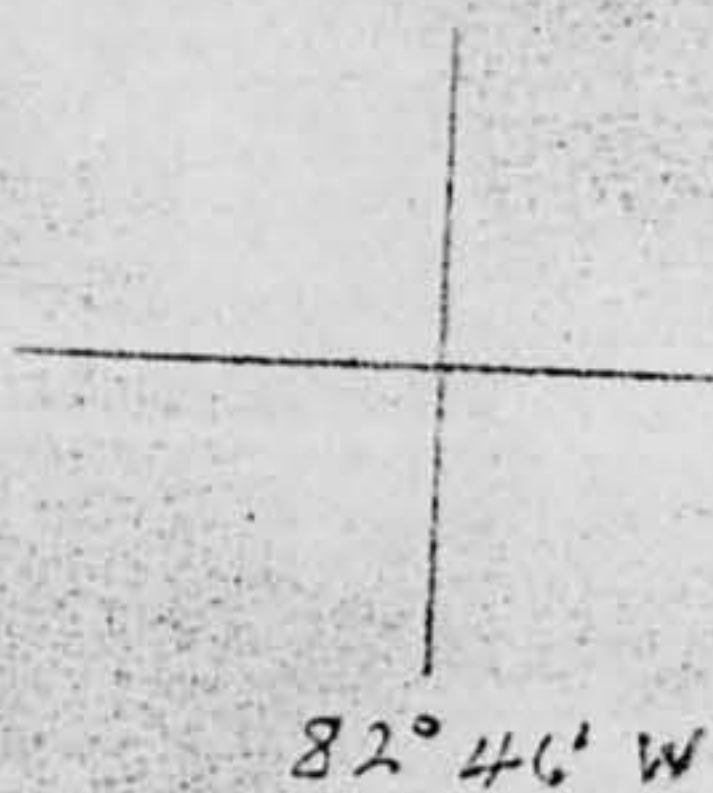
FOR THE COMMANDER

ERIC T de JONCKHEERE
Colonel, USAF
Deputy for Technology
and Subsystems



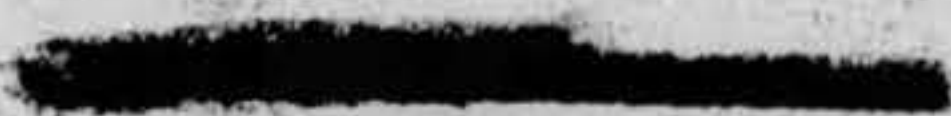


23° 06' N



28° 04' N

82° 46' W



~~Charleston, S.C.~~
Charleston, S.C.

(13)

Capt. P. W. Henry.
Dear Sir:

In reply to your request re the
Charleston Sea, I am writing to tell you what
we saw the night of the fireworks.

On the left from the fireworks, over
Charleston Beach, my husband, grandchild &
I saw 6 red lights. They were all in a
row with two smaller green lights. One of
the green lights remained stationary at the
head of the red lights, while one seem to
move back and forth around the red
lights. All these lights (red) were in a
straight row, about the same distance
apart. Shortly after a period of time, each
red light, seem to flicker and go off in the
distance, one at a time. There was
absolutely no noise from any of the

lights. We were so interested in this
strange phenomenon that we watched
this rather than the fireworks. We hope
this will be of some help to you in
solving this mystery.

Sincerely yours.

Mrs. [REDACTED]
[REDACTED]

Clearwater

Fla.

~~XXXXXXXXXXXX~~

Clearwater Fla.

PAID



Capt. R. H. Henry²⁶

Mac Millan Co. Ferry Boat

Tampa

Fla.



✓ FID ✓

7

Capt. R. H. Henry
Mac Dill Air Force Base
Tampa, Florida

(14)
July 6, 1964

I am writing in regards to the
Six red lights seen over the Hall on
Sat. eve. July 4th.

Several members of my family &
myself were watching the Bunker fireworks
display when we observed the red lights.
We were watching from my uncle's back
yard, about a mile north of Winchester
on S.W. The lights when we first noticed
them were stationary in a horizontal line,
in which they stayed for several min. Then
the northern most light rose vertically
very fast & moved in a southerly direct
ion & came back into line at that end.

About 3 or 4 of the lights did this same
thing, & then one light fell away towards

The gulf at a high rate of speed, until
it could no longer be seen. At this time,
all of the remaining began to move in
different directions until they had disappeared
from sight.

We figured that they had something
to do with the fireworks, until I saw the
article in the Clearwater Sun.

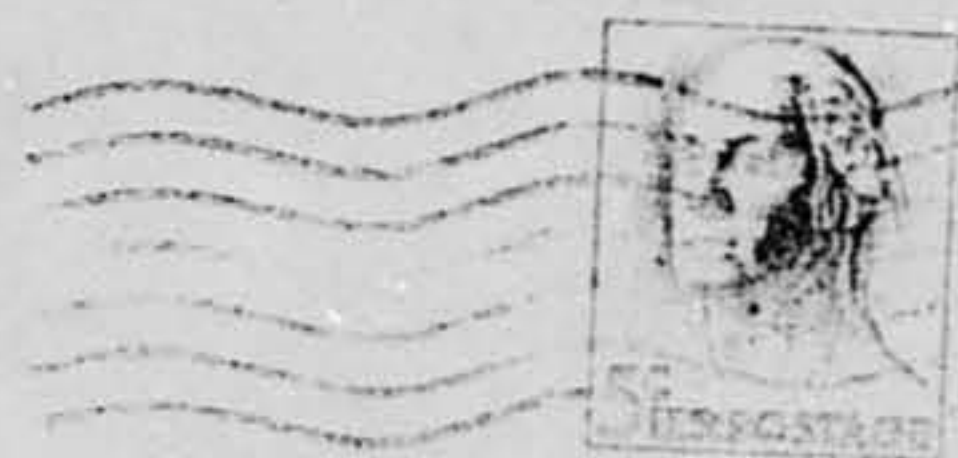
I don't know if this account will
help you any, but I wanted to let you
know what we had observed.

I would appreciate any explanation
or conclusion you might come to about
these lights.

Thank you very much!


Clearwater Fla.

~~██████████~~
Clearwater, Fla.



29

Capt. R. H. Henry
Public Information Office
Mac Dill Air Force Base
Tampa, Fla.